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## Our Aims.

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This little pamphlet is the first to be issued by the Railway and Locomotive Historical Society. If you find something of enjoyment in its pages, we shall be glad; and if you are interested in our work and can help us, we shall appreciate it.

It seems to be a fact that the general public and individuals as well, take very little interest in our early railroads and take very little care of such material as may be in their hands. It is with this idea of saving much material from destruction and for the mutual benefit of all those interested, that several of us have formed this association.

This society has for its objects the gathering together of all material of this kind and placing it in some central depository, the same to be the property of the society and for the benefit of all its members.

The gathering of all data possible relative to early locomotives and early railroads so as to know what it is and where it is located.

To serve as an aid to its members and others who desire it, such information as it or its members may have relative to early locomotive builders no longer in existence, early locomotives and early railroads.

The directing officers are sincere in their efforts in the promotion of the objects of the society and have long contemplated the formation of this organization and feel that it is a step in the right direction. It is not their purpose, however, to enter into a discussion as to the relative merits or demerits of locomotive construction, but it is their idea to increase, diffuse and perpetuate the knowledge of locomotive history and data.

With these objects in view, the officers will welcome your assistance and help, such as you may care to give.

## Yesterdays On the New York Central

BY ARTHUR CURRAN

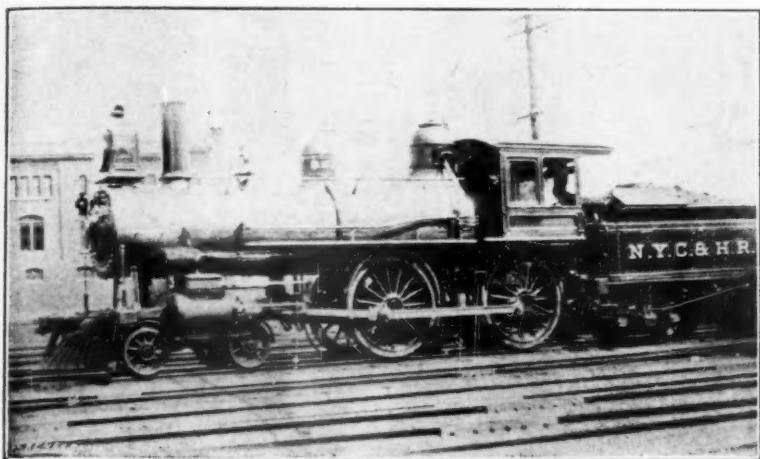
George H. Daniels—probably the most accomplished General Passenger Agent that ever lived—called the New York Central “America’s Greatest Railroad.” By that title it became known to untold millions of people in the Golden Age of American railroading, and by that name it is still affectionately known among those familiar with its history. The methods of Mr. Daniels were simple and direct, but remarkably effective. He issued the usual booklets illustrating and describing the places of interest or beauty reached by the road, but went a step further by bringing out others covering the types of locomotives and cars then in service on the Central. His advertisements in the daily and periodical press were marvels of originality and attractiveness, being free from the common defects and unrestrained bombast that characterized so much of the publicity matter in those days. But Mr. Daniels had good materials to work with. Aside from the obvious attractions to be found in one of the most beautiful States in the Union, there was a passenger service—then unrivaled—to which he could point with pride. The Empire State Express, placed in service in 1891, was faster then than it is today. During the summer of 1893 the road operated the Exposition Flyer between New York and Chicago on a 20-hour schedule. This was the first 20-hour train that ever ran between those cities, and was a revelation of beauty and luxury. It had every comfort and convenience of the modern 20-hour train, but was lighted by gas instead of electricity and did not include an observation car. It consisted of a combination baggage and cafe car, three sleepers, and a diner as needed.

Fast runs during 1893 and 1895 brought the Central to the forefront as a high-speed line, and did much to increase its prestige both at home and abroad. The Wagner Palace Car Company was supplying the equipment for its limited trains at this time, as it had for years previously and as it did for years more. These cars included a beauty of general design and an elegance of detail that was unsurpassed.



Mr. Daniels made the most of all these advantages and thereby attracted a passenger business of enormous proportions and the highest class. That is the sort of patronage that the road has cultivated ever since, with what success is too well known to require argument.

Although this is not intended to be a history of the road, it may be stated that the genius of Commodore Vanderbilt started the Central on its way to greatness. Under the consolidation of 1869, whereby the Hudson River, the New York & Harlem and the New York Central became known as the New York Central & Hudson River Railroad, there was the foundation of a vast development. Three roads, individually of no great size,



NEW YORK CENTRAL No. 987.

became collectively "America's Greatest Railroad." Many years later, when it took over the Lake Shore & Michigan Southern Railway, the entire outfit became known simply as the New York Central. But this is anticipating the story.

The great Eastern roads made money by carrying freight in the populous manufacturing districts which they served, but it is around their passenger service that romance revolves, and it was by that service that they gained their large place in the public mind. It was during the '80's that the fast passenger

train took definite form, and during the '90's that it reached its highest speed. Subsequent development has been along the lines of heavier units of motive power and rolling stock—these being moved at the same speeds as the lighter equipment of the earlier periods.

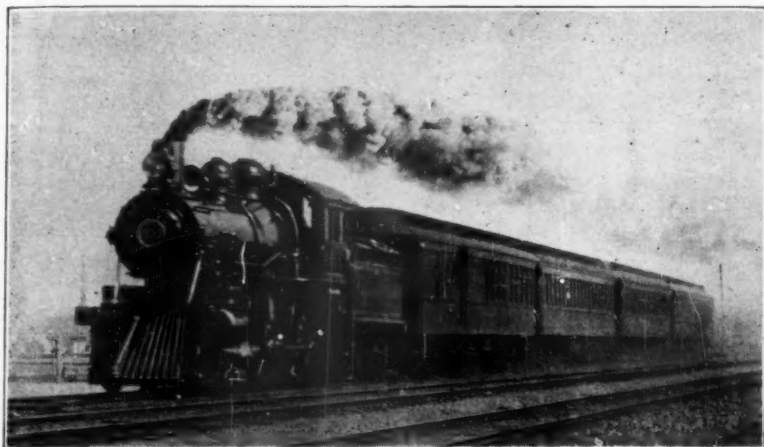
New York Central No. 987, is an eight-wheel passenger engine built at Schenectady Locomotive Works about the year 1888. Its cylinders were 18x24 inches, driving wheels 70 inches in diameter, and weight 104,200 lbs. This is an excellent example of the motive power then used by the Central on limited trains and in high class passenger traffic generally. Limited trains then consisted of six cars, their make-up being commonly as follows: Combination baggage and cafe, two sleepers, a diner (set out when not needed) a parlor car and a coach. The two last cars were operated east of Buffalo only, the Lake Shore or the Michigan Central adding to trains going via those roads, and thus keeping them of about uniform weight throughout the trip. Trains like the Fast Mail consisted of about three postal cars, a baggage car, two sleepers and as many parlor cars and coaches for points east of Buffalo as the engine could haul. This was strenuous railroading in the days when the biggest passenger engines weighed little more than 50 tons, and most of them weighed less.

At this time, William Buchanan was Superintendent of Motive Power, and to meet the growing demands of traffic designed an eight-wheel engine with cylinders 19x24 inches, 70 inch drivers and weight of 120,000 lbs. This class of engines proved a success from the very start, and, along with another having 78 inch drivers but otherwise similar, handled all the fastest trains throughout the '90's. The smaller eight-wheelers built at Rome, Schenectady and at the West Albany and other Shops, still continued to give good service and occasionally were assigned to the more important runs, but usually hauled those through trains that were operated on less exacting schedules.

Of Mr. Buchanan's larger eight-wheelers the most famous was, of course, the 999, built in 1893 at the West Albany Shops, with cylinders 19x24 inches, drivers 86 inches in diameter and weight of 124,000 lbs. That this engine traveled faster than anything else on wheels was probably true at the time, though the exact speed made need not be discussed here. The 999 was

beautifully finished in every detail, and is shown in the photograph with the Empire State Express. This is from the photograph by A. P. Yates, the famous railroad photographer of Syracuse.

One of the most remarkable fast trains of this or any other age was the Saratoga Limited. During the latter '90's the famous old resort enjoyed much popularity, and the Central operated what was, in effect, a luxurious commutation train between New York and the Springs. This train left New York in the afternoon, arriving at Saratoga in time for dinner and

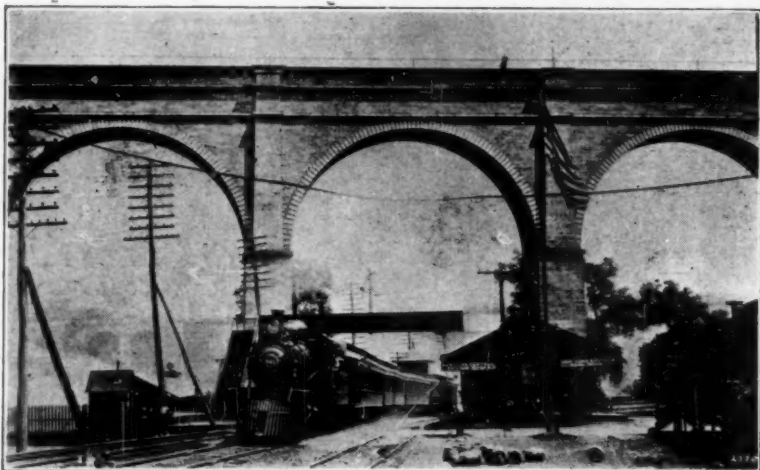


NEW YORK CENTRAL NO. 999 WHILE BREAKING THE WORLD'S  
RECORD AT 112½ MILES PER HOUR.

the evening's festivities. It left Saratoga early in the morning, arriving in New York in time for the big men to look in at the office for a few hours. On Saturdays it left New York earlier. Between New York and Troy this train was handled by No. 907, a Schenectady engine with 78 inch drivers and one of Mr. Buchanan's famous high-steppers. She handled the train both ways every day, and is shown with her train. The photograph was taken by F. W. Blauvelt as she was passing High Bridge on her way to New York. Mr. Blauvelt took a number of photographs of New York Central engines and trains in those historic days which, for beauty and artistic effect, have been

equaled by few and exceeded by none. In fact Mr. Blauvelt's name is indissolubly linked with the history of the road by reason of these high-class pictures.

The Saratoga Limited was one of the last and finest trains built by the Wagner Company. It consisted of a combination baggage and cafe car, two parlor cars and a parlor observation car, the sheer magnificence of which baffles description. Perhaps the most striking feature of their design were the large windows with brass mouldings around the glass, but the wealth of brass and gold leaf elsewhere was staggering. The observa-



NEW YORK CENTRAL No.907.ON THE FAMOUS "SAROTOGA LIMITED"

tion end was curved like a bow-window, but the end of platform and hood were rectangular. The interior furnishings were of palatial splendor, and on a scale to which even some patrons of the train were probably unaccustomed.

The last complete train built by Wagner was probably the Lake Shore Limited, which included many of the beautiful features of the Saratoga, though most of the cars were, of course, sleepers. Before the Pullman Company took over the palace car business on the Central, the Lake Shore Limited had worked up to ten cars; being, in point of fact, "a whale of a train." It is still one of the heaviest on the road, though far less ornate than the original.

With a view to meeting this heavy train problem, Mr. Buchanan designed a ten-wheel engine with 20x28 inch cylinders, 70 inch drivers and weight of 165,500 lbs. These engines, which were built at Schenectady Works were very handsome and powerful, but not remarkably fast.

Arthur Waitt, Mr. Buchanan's successor, designed a ten-wheeler with larger drivers and other differences of detail. These engines were built by the Baldwin Locomotive Works, and combined power with speed. They had been on the road just about long enough to get acquainted, when the management became interested in the Atlantic type.



NEW YORK CENTRAL No. 2980.

Mr. Waitt then designed his "Central Atlantic," so named to distinguish it from engines with the same wheel arrangement, but different design, on other roads. One of the engines, No. 2980, is shown herewith. It was built in 1901 at the Schenectady Works of the American Locomotive Company, with 21x26 inch cylinders, 79 inch drivers and weight of 176,000 lbs. These engines were equipped with piston valves and their trailing wheels were fitted with outside journals and spring-rigging. This fact is mentioned because, at the time, few other roads had adopted these modern and eminently correct features; and of these few, most, if not all, belonged to the Vanderbilt group. In neatness of general design and refinement of detail these "Central Atlantic" engines were pre-eminent and unique. Their performance on the road was characterized by a consistency and smoothness of running that won for them the approbation of the men who ran them and the passengers who rode behind them.

They took the Empire State Express away from Mr. Buchanan's eight wheelers, though the latter road served faithfully for ten years. Instead of the usual four cars, the train was now made up with five; but the Atlantic played with it to the delight of the crews and the gratification of the officials.

When, in 1902, the road decided to put on a 20 hour train to Chicago for the second time, the Atlantic met the schedule with ease. This train, the Twentieth Century Limited, began with four or five cars, but gained such great popularity that, after five or six years, its weight got beyond the capacity of the Atlantic engines.

The road had experimented with the Pacific type as early as 1903, at which time five engines of this wheel arrangement had been built at Schenectady Works. These engines were of moderate size throughout, and known as Class K. They were never used on the Hudson River Division, and the idea which they represented was allowed to slumber for five years.

Mr. Deems, then the S. M. P., designed a Pacific called Class K-2 with cylinders 22x28 inches, 79 inch drivers and weight of 266,000 lbs. These were good engines, but not sensationally remarkable. They were built at Schenectady.

It was in 1911 that the new famous Class K-3 made its appearance. These Pacifics came from Schenectady, with cylinders 23½x26 inches, 79 inch drivers and weight of 269,000 lbs. They were fitted with superheaters, outside steam pipes, brick arches and an improved design of trailing truck. They promptly proved themselves the best engines on the road, and, along with others of the same class later built, have held that distinction ever since.

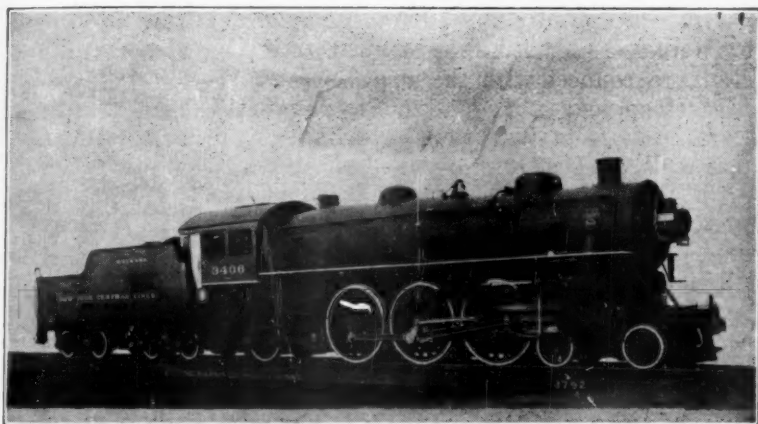
The second batch of these K-3 engines came from the Baldwin Locomotive Works, and one of them, No. 3406, is shown. Her exact leading dimensions are: Cylinders 23½x26 inches, 79 inch drivers and weight 269,350 lbs.

Since the Baldwin engines were put on the road, further K-3 engines have come from Schenectady, and also some from the Brooks Works. The later Schenectady engines weigh 271,000 lbs, and the Brooks engines weigh 276,000 lbs. Details have been changed on succeeding orders, but the basic design remains the same, and is a marvel as combining power and speed within reasonable limitations of weight.



The Twentieth Century Limited often consists of eleven steel cars, and other through trains are frequently heavier; but there is no double-heading on the main line between New York and Chicago. That is about as fine a tribute as can be paid to a passenger engine.

The great modern express train, whether starting from a station or running at 70 m. p. h., makes a most impressive spectacle. And yet, "old-timers" regret the passing of the "good old days." The reason is that, somehow, the romance of rail-



NEW YORK CENTRAL No. 3406.

roading is gone. When the eight wheel engine and the fancy "palace" car disappeared, the glamor departed with them; and it is this "enchanted haze" that the "old-timers" miss. The Grand Central Terminal—faultless from the architectural point of view—will never occupy, in the affections of the "old-timers," the place long held by the big train-shed of the old Grand Central Station. That dim shed meant home, family and friends to them, and was filled with happy recollections of jolly departures and merry arrivals. There is, of course, a great deal of sentiment back of this feeling; and people who cherish such sensibility are generally opposed to change. This explains the "old-timer"—and ends the present account.

## The Story of the New England.

By WARREN JACOBS.

The beginning of what was known as the New York & New England Railroad, was the Walpole Railroad Company, chartered April 16, 1846, for the purpose of constructing a road from the western terminus of the Dedham Branch R. R. (a branch of the Boston & Providence R. R.) in Dedham to the town of Walpole. In the following year the Norfolk County R. R. was chartered to build from the Walpole R. R. in Walpole to Blackstone, to connect with the Providence & Worcester R. R. in Blackstone, and in May, 1849, this road was opened for traffic, from Dedham to Blackstone, a distance of 28 miles; the Walpole R. R. having been consolidated in 1847.

In 1849 the Southbridge & Blackstone Railroad Company was chartered, authorizing a railroad to be built from Southbridge to Blackstone, and at the end of four years, this road was not completed.

Another company, the Midland Railroad Company (1850) was chartered in 1850 to build a railroad from South Dedham to a joint on Broad or Sea Street, Boston. On December 12 1853, the Norfolk County R. R., already completed, and the uncompleted Southbridge & Blackstone and Midland R. R. (1850) were all consolidated into a new company known as the Boston & New York Central R. R. The road from Blackstone to the Connecticut State line was opened in 1854, and from Boston to South Dedham, Jan. 1, 1855, giving this road a total of nearly 64 miles of track.

The next few years were stormy ones indeed for this company. Receiverships followed and changes of names were frequent. The Boston & New York Central R. R. lasted just eight years from date of charter. A second Midland Railroad Co. (1858) was chartered and this company took over the Boston & New York Central R. R. which was badly insolvent and had not completed its road. During the years from 1855 to 1857, the portion of the road from Dedham to Blackstone was operated by the Boston & Providence R. R. The latter finding it unprofitable gave up the operation and up to 1859 it was operated



by the trustees under the mortgage. From 1858 to 1866, the portion of the road from Boston to Islington was operated at only short intervals.

In 1861, a corporation was formed by the holders of land damage claims against the Midland Railroad Co. (1858) known as the Midland Land Damage Co. This corporation was given authority to operate the road and to discharge all claims and in 1868 the name was changed to the Southern Midland Railroad Co., and in September of that year, the road was transferred to the Boston, Hartford & Erie R. R., a Connecticut company, chartered for the purpose of making a consolidation of the roads extending from Boston via Blackstone, Willimantic, Hartford, Waterbury to Fishkill and the Hudson River.

Before continuing with the Boston, Hartford & Erie R. R. let us follow some of the branches that were built east of Hartford. The line to Woonsocket was opened from Cooke Street to Newton Upper Falls in November, 1852, as the Charles River Branch Railroad; from Newton Upper Falls to Needham in June, 1853, as the Charles River Railroad; from Needham to Medway in November, 1861, as the New York & Boston Railroad; from Medway to West Medway in September, in 1862, and in October, 1863, the road was opened through to Woonsocket as the New York & Boston Railroad, later becoming a part of the Boston, Hartford & Erie Railroad.

The Norwich & Worcester Railroad, afterwards controlled by the New York & New England, was opened between Norwich and Worcester, March, 1840, and the Allyn's Point extension in June, 1854.

The East Thompson Railroad, a Connecticut Corporation, was chartered in 1858, between East Thompson and Southbridge and was opened February, 1867.

The Milford & Woonsocket Railroad united with the Rhode Island and Massachusetts Railroad in 1873 and with the Hopkinton & Milford Railroad, and this too became a part of the New York & New England.

The Hartford, Providence & Fishkill Railroad was chartered in Connecticut in May, 1845 and in Rhode Island, June, 1846. The road was opened between Hartford and Willimantic, December 1, 1849, between Hartford and Bristol, January 1, 1850, between Willimantic and Providence, October 2, 1854, and between Bristol and Waterbury, July 11, 1855.

Poor's Manual of 1868-69 shows the following statement of the Boston, Hartford & Erie Railroad which is of interest;

"Line of road Boston to Southbridge, 70 miles; Woonsocket division, Boston to Woonsocket  $38\frac{1}{4}$  miles; total  $108\frac{1}{4}$  miles. Norfolk County Railroad (Dedham to Blackstone 25.97 miles) constitutes part of the main line. The company have it for three years from December 1, 1866. Rolling stock: locomotives 18, cars—passenger 12, baggage 4, merchandise 60, total 76, also 114 gravel cars."

From this time on the growth of the Boston, Hartford & Erie Railroad was rapid. In 1869 the road was extended from Mechanicsville to Putnam, and in August 1862, from Putnam to Willimantic, making in connection with the Hartford, Providence & Fishkill Railroad, a through line between Boston and Waterbury. In 1873 the Boston, Hartford & Erie Railroad was succeeded by the New York & New England Railroad; on July 24, 1881 the Hudson River extension of the road was opened from Waterbury to Brewsters, N. Y., and on December 12, 1881, to Fishkill on the Hudson. Of this line the New York & New England owned from Boston to Hopewell Jct., and between that point and Wicopee used the line of the Newburg, Dutchess and Connecticut Railroad.

From that time the New York & New England took its place as one of the through lines between Boston and the Hudson River, remaining the New York & New England Railroad from 1872 until August 28, 1895, when the New England Railroad Company was chartered as its successor and assumed possession on September 1, 1895. The rolling stock of the New England Railroad on June 30, 1896, was as follows: locomotives 208, passenger cars 235, baggage etc. 30, box cars 1885, coal cars 1719, flat cars 284, caboose cars 71 and miscellaneous 659.

This in brief covers the history of the road. Let us now look for a moment at the train service of the New York & New England Railroad. Of all the trains that have ever run between Boston and New York up to the time of the present all parlor car limited trains, there is no train that has ever attained the fame of the "White Train," or as it was better known, the "Ghost Train." This train, originally called the "New England Limited," was established November 10, 1884, but it was not until March 16, 1891 that the "White Train" made its first trip, leaving either city at 3:00 P. M., making the run via Willi-

mantic and Middletown in six hours. The cars of this train were all white, except the words "New York & New England," and the car numbers, which were in gold. The train was a handsome sight and running through the country at high speed and after dark, soon gave rise to the name of the "Ghost Train." The run of eighty-six miles between Boston and Willimantic was made without stop, a wonderful run for that day. The time was reduced to five hours and forty minutes on May 22, 1892 and extended to six hours on November 19, 1893, and this famous train was discontinued on October 20, 1895.

The "Air Line Limited" succeeded the "White Train." The initial run was made on October 21, 1895 and ran via Dedham. It had the distinction at one time of being the only regular passenger train ever operated by the New York, New Haven & Hartford Railroad to run through the city of New Haven without stopping. The route was from New York to Willimantic, Air Line Junction, New York, New Haven & Hartford R. R.; Willimantic, Air Line Junction to Dedham, New England Railroad; and Dedham to Boston, Providence Division of the New York, New Haven & Hartford R. R., the only stop being made at Middletown for a change of engines.

The New York & New England Railroad also established a line between Brooklyn, N. Y. and Boston, known as the Long Island and Eastern States Line. This train left the Long Island Railroad Station, corner of Flatbush and Atlantic Avenues in Brooklyn, and ran over the Long Island Railroad to Oyster Bay, where the train ferried across the Sound to Wilson's Point, Conn. on the Housatonic Railroad. The Housatonic Railroad took the train from Wilson's Point to Hawleyville, and the New York & New England from Hawleyville to Boston.

Still another New York and Boston route was established by the New York & New England Railroad, a night train which was known as the "New York and Boston Pullman Limited," and which ran from 155th Street Terminal of the Manhattan Elevated, to Brewsters over the New York & Northern Railroad (now Putnam Division, New York Central Railroad) and from Brewsters to Boston over the New York & New England Railroad. By this route a passenger could board any Harlem train on the Manhattan Elevated from South Ferry or Rector Street, or intermediate station, and reach the 155th Street Station without change, the same being true of passengers arriving in

New York by this route. The New York & New England Railroad tried to get control of this New York & Northern Railroad and thus secure a much needed entrance to New York City, but the interests in charge of the New York Central Railroad prevented them from securing that road. Had the New England secured the road, possibly the railroad history of our six New England States might have been different.

The night train to Washington was established in 1876 and ran via New York & New England Railroad, New York, New Haven & Hartford Railroad and Steamer Maryland. It was changed to the Newburgh route on account of the burning of the Steamer Maryland, December 23, 1888, and resumed via Hartford, May 11, 1890.

In connection with the Norwich Line which was controlled by the New York & New England Railroad, a vestibuled steamboat train was run between Boston and New London. There was also a New York Express via Hartford, which was established April 23, 1888, leaving either city at 10:00 A. M., later changed to 12:00 Noon.

The New York & New England Railroad also operated at one time a through train known as the "Quaker City Day Express" via Poughkeepsie Bridge, and during the World's Fair at Chicago operated a through train known as the "Isabella Express," composed of Pullman's and day coaches running via Newburgh and the Erie Railroad.

The New York & New England Railroad is now a part of the New York, New Haven & Hartford Railroad, it having been leased on July 1, 1898, but the one thing for which this road will always be remembered and credited with, was the inauguration of the famous "White Train."

## America's Most Famous Trains

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BY CHAS. E. FISHER.

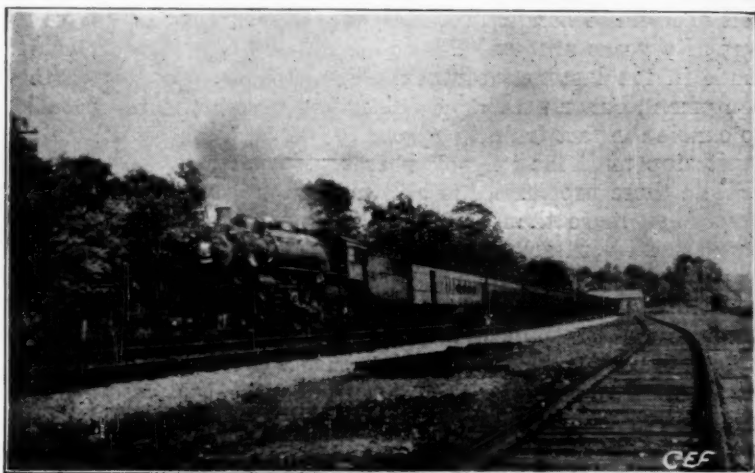
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America is a vast country! It is a country of magnificent distances! The American is a traveller and when he travels he wants comfort and he wants to arrive at his destination promptly. Almost since the birth of the railroad, this problem has confronted the railroad managers, and it is today a more difficult problem to handle fast passenger service promptly than it was fifty years ago, and this is despite the vast improvements made in the last half century. The difficulty lies not in the equipment, but in providing a clear track in this maze of traffic to enable the fast train to adhere to its schedule. If all trains must stop until the "flyer" passes, then revenue stops! Yet despite these problems, the able managers of our railway systems have more than succeeded in giving their patrons fast service and with surprising promptness and the more famous of these trains will be touched on in this article.

Twenty nine years ago, last October the "Empire State Express" was inaugurated, making the westward trip of 439 miles in eight hours and stopping only at Albany, Utica, Syracuse and Rochester. This time, exclusive of stops, was approximately sixty miles an hour. This train inaugurated a new era in American Transportation and the train and the New York Central R. R., jumped into national popularity. Three men were the means of making this train a success. Dr. P. H. Dudley, Consulting Engineer of Rails, Tires and Structural Steel, the pioneer designer of 80 lb. rail and also of the 100 lb. rail, provided the track on which the flyer could maintain this fast schedule. William Buchanan, that able Superintendent of Motive Power, designed the locomotive that could make this speed over Dr. Dudley's rails, and Mr. George Daniels, for many years General Passenger Agent, who was always closely in touch with what the public wished and who always saw a way to provide the train service. These three men were the fathers of fast long distance train service in America and the "Empire State Express" was the result of their combined efforts. The

running time of this train today has been lengthened to nine hours. The westward train leaves New York at a convenient hour in the morning and arrives at Buffalo late in the afternoon. The eastward train affords the Buffalo people with an early afternoon train arriving in New York late in the evening and needless to say that the equipment furnished is of the best.

It is true that the fame of "The Empire State Express" has been overshadowed by its heavier and more dignified, all-Pullman sister, the "Twentieth Century Limited," running between New York and Chicago. The success of the "Empire State Express," and the heavy travel brought on by the



NEW YORK CENTRAL NO. 3360 LEAVING HARMON, N. Y. ON THE  
"TWENTIETH CENTURY LIMITED" —11 CARS

"World's Fair" at Chicago had caused the New York Central management to place a train in service known as the "Exposition Flyer" which made the running time between those cities in twenty hours. With the close of the Fair, this train was discontinued, and it was not until June 15, 1902, that the "Twentieth Century Limited" was placed in service between New York and Chicago, making the run in twenty hours. This was an all Pullman train and was composed of six cars, a buffet smoking car, three sleeping cars, a dining car and an observation sleep-



ing car. Competition compelled the management to reduce the running time to eighteen hours on June 18, 1905, and there it remained, with minor changes until November 24, 1912, when it went back to the twenty hour schedule. Since its inauguration, this train has been a popular train and a heavy one. Boston, via the Boston & Albany R. R. wishing a connection, was thus served on August 15, 1909, when through car service was given over a fast train on the Boston & Albany R. R. The illustration shown of this train was taken several years ago, 1917, but it affords the reader an idea of the size of this train, and today this train is frequently operated in two heavy sections. This train is without a doubt the most popular and the best patronized train in America.

The reason that the New York Central management reduced the running time of the "Twentieth Century Limited" to eighteen hours in 1905, was due to the fact that the Pennsylvania Railroad, on hearing rumors that the New York Central was going to reduce their running time to nineteen hours, decided they would add a new train and make the running time in eighteen hours. The result was that on the very same afternoon on June 18, 1905, a train pulled out of the Jersey City Terminal of the Pennsylvania R. R., known as the "Pennsylvania Special" that made the running time between New York and Chicago in eighteen hours. Of the two routes, the Pennsylvania was the shorter, but it had the Allegheny Mountains to contend with. This train, like its rival, was an all Pullman, extra fare train, and at first consisted of four cars, with a Washington car added at Harrisburg. It was very unfortunate that this train was given the name of the "Pennsylvania Special" as confusion was apt to arise in connection with an equally popular train of that road—"The Pennsylvania Limited." And it was unfortunate in the severe winter of 1910-11, that this same "Pennsylvania Limited" met with three accidents, which the careless newspaper reporter referred to frequently as "the fast train between New York and Chicago"—thus influencing the unsuspecting public to think it was the eighteen hour train and also to cause a feeling of apprehension on the part of the public against these fast trains. It was on November 24, 1912 that the "Pennsylvania Special" was discontinued, and a new train, known as the "Broadway Limited," making the trip in twenty hours, was inaugurated. During the recent war, the

Railroad Administration discontinued this train, but with the close of the conflict, it was restored. Both of these fast trains between New York and Chicago are made up of the best and most modern equipment and the managements of both roads have demonstrated to the public that they are able to safely handle this fast passenger service in a highly creditable and satisfactory manner.

Philadelphia is frequently referred to as a "slow" city and the New Yorker always refers to it with some contempt. Yet it is a fact, that almost within the borders of this city there leaves the two fastest short distance trains in the world. When the Philadelphia & Reading Ry. acquired control of the Atlantic City R. R. they intended to get control of some of the passenger business between Camden, across the river from Philadelphia, and Atlantic City. The result was that a speed war was soon started between the two roads which was finally settled by an agreement. From July 2nd to August 31st, 1897, the "Atlantic City Express" of the Philadelphia & Reading Ry., made an average speed of 69 miles an hour per trip, and on twenty-one days this train consisted of five cars and on thirty-one days it consisted of six cars. The Philadelphia & Reading Ry. operates a train making the fifty-seven miles in fifty-five minutes, while the Pennsylvania R. R. operates two trains making the distance of fifty-nine miles over their road in fifty-eight minutes. These trains during the holidays and summer months are exceedingly heavy and frequently operate in more than one section and both roads have demonstrated their ability to take care of this heavy passenger traffic.

The earliest example of today's type of limited train was a train known as "The Golden Gate Special" running weekly from Council Bluffs to San Francisco and which was inaugurated December 5, 1888. This train left Council Bluffs on Wednesdays at 7:45 A. M. arriving at San Francisco every Friday at 9:45 P. M. On the return trip it left San Francisco at 3:00 P. M. on Saturday and arrived in Council Bluffs on Tuesday at 9:00 A. M. A brief description of this train may be of interest. The baggage car, "Golden Gate" had compartments for baggage, the electric lighting apparatus, barber shop and gentleman's bath room. The dining car, "Casa Monica" was furnished with all the latest conveniences and the cuisine was under the supervision of the Pullman Company. The



sleeping cars "Khiva" and "Rahula" were each twelve section sleeping cars with the Ladies Bath Room, toilet rooms for ladies and gentlemen and drawing rooms. The composite car, "Aladdin," continued six luxurious sleeping sections, a buffet, and a large open room furnished with easy chairs and contained a library and also writing materials. The end windows of this compartment were very large, extending from the top of the car to within fifteen inches of the floor. Such was the "Golden Gate Special," the forerunner of the now famous "Overland Limited," in 1888. The "Overland Limited" of the Union Pacific System was placed in service in 1900 and has been in continuous service ever since. The train runs through from Chicago to Oakland and is a thoroughly modern and well equipped train. At present it consists of one dynamo buffet car, four ten section, one drawing room, two compartment Pullman sleeping cars, and one observation, two drawing room, four compartment sleeping cars, not to mention the dining car which serves all meals en route.

Another early train that occupies an important position among the fast trains of America is No. 1—the "Denver Limited" of the Chicago, Burlington & Quincy R. R. This train made its initial run on May 1, 1890. It left Chicago at 1:00 P. M. and arrived at Denver at 6:30 P. M. the following day, making the run in 30½ hours. It carried regularly one sleeping car, one reclining chair car, one coach, a dining car serving all meals, and carried mail, baggage and express matter. As time passed, the running time was reduced to 27½ hours. Under the control of the Railroad Administration, this train like the "Broadway Limited" of the Pennsylvania R. R. and like the fate meted out to other aristocratic vehicles of rail transportation, this train was discontinued and ceased to exist. On May 30, 1920, the management reinstated this train and set the running time at 29½ hours. It leaves Chicago at 5:00 P. M. and arrives at Denver at 9:30 P. M. the next evening. This train is an exceptionally heavy train and carries the following equipment from Chicago to Denver: one dynamo baggage car, one combined baggage smoking car, one coach, one reclining chair car, one twelve section drawing room sleeping car, one ten section compartment drawing room sleeping car, one sixteen section sleeping car, and one lounging car. Dining cars are run between Chicago and Burlington and Omaha to Denver. A

twelve section drawing room sleeping car is carried from Chicago to Lincoln, and an express car is carried from Chicago to Omaha.

The Burlington has always been a well managed and energetic road. The lounge car mentioned in the equipment of the "Denver Limited" was the first car of its kind in this country and is not a Pullman car. This road was the first to use wall paper in its dining cars, thus giving the patrons of this road a lighter interior and a feeling of warmth and coziness. It was in the year 1908 that this road made the phenomenal record with their "Denver Limited," when in that year that train arrived in Denver 355 times—"on time"—and this train travels a distance of 1034 miles. The Burlington holds many records to their credit and in these days when we have heard so much about "preparedness," some of them are certainly worthy of mention.

On December 28, 1915, Dr. Sippy of Chicago was sent for to attend multi-millionaire Tom Shevlin of Minneapolis who was critically ill with pneumonia. At 1:00 P. M. the Burlington was called upon to take the doctor to St. Paul by special train and to make the best time possible. The train was made up and in the depot waiting for the doctor at 2:00 P. M. (one hour after the first notice was received). The doctor delayed the train another hour and at 3:00 P. M. it left the Union Station and at 11:35 P. M. it arrived at St. Paul. The running time of the special was 8 hours and 53 minutes. The average schedule time for this run is twelve hours!

On May 27, 1916, the Burlington was again called upon to furnish a special train and made a fast run from Chicago to St. Paul and this run was made in eight hours and three minutes; and you will remember that the usual time for this run is twelve hours.

On May 12, 1916, a train load of soldiers and their equipment was delivered in Chicago to the Burlington for movement to the Southwest. There were 256 officers and men for the First Battalion, Third Infantry from Fort Ontario, N. Y., en route to Eagle Pass at the Mexican border. The train was composed of the following units in the order named: one box car, two horse cars, three flat cars, two baggage cars, two tourist cars, one baggage car, one kitchen car, three tourist cars and one standard sleeper; sixteen in all. The Burlington received this train

at 3:15 P. M. It was inspected and re-made up, it was iced, it was watered, it was cleaned, it was provisioned, a crew was gathered and put on board and the new train was on its way to Mexico over the Burlington in exactly twenty-eight minutes after its arrival in the yards!

At the time of its inauguration, the "Sunset Limited" of the Southern Pacific R. R., was the longest-distance train in the United States—2500 miles between New Orleans and San Francisco. This train was placed in service on November 1, 1894 and was run once a week only. This train was composed of a composite car with provisions for baggage, barber shop, bath and smoking room, a dining car, two Pullman sleepers and an observation car. Curiously enough the wheels of these cars were painted red. This train has been operated intermittently. As traffic has warranted it, it has been operated two and three times a week, and sometimes daily; also San Francisco has been the western terminus part of the time and sometimes Los Angeles. At present this train is operated daily between New Orleans and San Francisco, making the trip in a little over four days. It carries a baggage car, a dining car, two standard sleepers and an observation sleeper, also a tourist sleeper is added to this train that comes from Washington, D. C. and runs through to San Francisco.

In the fall of 1895, the "California Limited" was placed in weekly service by the management of the Atchison, Topeka & Santa Fe Ry., and for the winter season only. The third season, 1897-98, the train was scheduled twice a week, leaving Chicago at 6:00 P. M., arriving at Los Angeles at 5:30 P. M., the third day out, and carried only three Pullman sleeping cars, a dining car and a smoking car. Increase in travel brought this train to daily service in winter and semi-weekly in summer and finally, every day, the year around. The recent heavy travel to California has often compelled the management to run this train in two and three sections, despite the fact that there are three other trains operated daily by this same road. With the view of relieving the "California Limited," the road inaugurated a new train on December 12, 1911, known as "The Santa Fe de-Luxe." This train ran weekly only, carried a limited number of Pullman passengers and an extra fare was charged. Extra fast, extra fine, extra fare! This train was composed of one club car, one dining car, two all drawing room Pullmans, one

compartment Pullman and one observation Pullman car. The running time was two days and three nights and the equipment was all steel and the most recent devices for providing comfort to the passenger were applied. It was called, and called truthfully—"The finest train in America." This train was discontinued after the winter of 1918 and whether it will be resumed or not, only the managers of the Atchison, Topeka & Santa Fe Ry. can tell, but the "California Limited" still runs daily, and despite her finer sister, the "de-Luxe," she affords the passengers every comfort and convenience that they could wish.

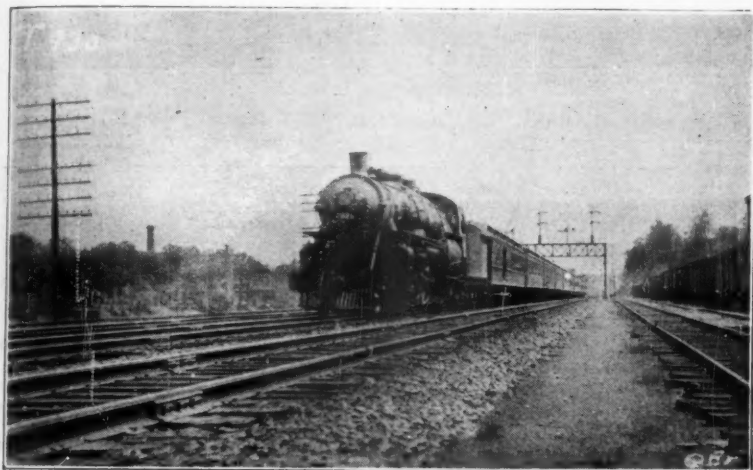


THE FAMOUS "CALIFORNIA LIMITED" OF THE A. T & S. F. R. R.  
IN THE APACHE CANYON.

In 1895, Mr. Chas. S. Lee, then General Passenger Agent of the Lehigh Valley R. R., conceived the idea of operating over his road a fast passenger train between New York and Buffalo. In order to select a name that would be suitable for this new express train, a nation-wide contest was conducted by the railroad, and a prize of \$25.00 was given to the person that would offer the best name. Charles M. Montgomery, a clerk in the Merchants Hotel in Toledo, Ohio, won the prize. His suggestion,—“The Black Diamond”—was a well sounding title, and it also was appropriate on account of the great coal fields through which the Lehigh Valley Railroad passed. On May

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18th, 1896, the "Black Diamond" steamed from New York and Buffalo. The train consisted of only four cars; a cafe car, two coaches and an observation parlor car. These cars were finished with polished Mexican mahogany, lighted with Pintsch gas and vestibuled throughout. Five locomotives were used to haul this train as it progressed from New York to Buffalo. The week prior to the placing of this train in service, the new train was open for inspection at all points, the crew acting as hosts. It is of interest to note that three of the engineers originally



LEHIGH VALLEY NO. 2025 ON THE "BLACK DIAMOND EXPRESS"  
LEAVING SOUTH BETHLEHEM, PA.

assigned to this train are still in the service. They are John L. Turner, Thomas McHale and Thomas Farley. Mr. Farley still runs the "Diamond" and has not missed a trip since the train was inaugurated. The three conductors that were originally assigned to that train will be found on that train to this day. They are Richard Mack, Thomas E. O'Donnell and O. D. France. Today the "Black Diamond" is an all steel train. With its connection at South Bethlehem with the Philadelphia & Reading Ry. for Philadelphia and points south, it is a very heavy train as the picture shows, and the train as it traverses through New Jersey, passes the big plant of the Bethlehem Steel Co., toils up through the Pennsylvania mountains, glides down

them into Wilkes Barre and runs smoothly across the fertile farming land of New York State, truthfully the author can state that in so short a ride can such wonderful and such a variety of scenery be found!

Boston is the center of New England! New York is the largest city in the United States. In the early days there was keen competition between the rail lines and the steamboat lines for patronage. The welding of all of these routes, save one, into the present New York, New Haven & Hartford R. R. and its steamboat lines, and that one exception they also control as the trains are turned over to them at Springfield, has caused this Shore Line to have a very fine train, known as the "Merchants' Limited," an exclusively all parlor car train with an extra fare. This train is one of two trains, formerly three



N. Y. & H. & H. No. 1350 ON THE FAMOUS "MERCHANTS' LIMITED."

trains of this type, that were operated over this route. On June 26th, 1893, the "Bay State Limited," leaving either Boston or New York at 10:00 A. M., all parlor cars, made its initial run. During the recent war, this train, like some of the others mentioned, were discontinued by the Railroad Administration, and on April 2nd, 1918, this train made her last trip. On May



18th, 1902, the "Knickerbocker Limited," leaving either New York or Boston at 1:00 P. M. was placed on the schedule, and this train is in service today. With a view of still improving the service and placing at the disposal of the business man, a fast train leaving late in the afternoon, the "Merchants' Limited" was placed in service on December 13th, 1903, leaving either terminus at 5:00 P. M. The running time for all these trains was five hours. The "Merchants' Limited" is still in service today and is the heavier of the two fast trains. It consists of ten cars, a buffet car, three parlor cars, two dining cars, three more parlor cars and an observation smoking car. The Pullman equipment is the last word from those shops and the dining cars recently placed on that train, with their light interior finish are a delight to the eye of the passenger.

These are a few of the faster and most famous trains on our American railways. The fast train will always remain on the schedule. In this day of urgency, fast travel is demanded by the public. The longer the route traversed by one of these trains, the more the strain on the operating company, but the railroad managers have successfully demonstrated the fact that they can operate these fast trains and in a manner that is satisfactory to the public, and to them should go the credit of their achievements.

## Editorial Comment

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In placing before you this second BULLETIN of the Society your editor hopes that it will meet with the approval and hearty response as did the first. And these words of thanks are not only intended for our own members but to the various libraries, both University and city as well.

To those men who have asked us what this Society stands for and how long it is going to last and other numerous questions, a word of explanation here will not be out of place.

Those who have already seen our first BULLETIN are already familiar with what the Society stands for and "our aims" as expressed therein hold just as true now as they did then. And there are doubtless more people interested in this work than most of us have any idea of. While our membership is nearly fifty, there are probably ten times that number of men who are interested in just the same work. And the greater the number of men that are interested in this work the more we can accomplish.

To those who have questioned the need of this Society, I can only say to them—the railroads of this country made America—and if for no other reason than that, their history should be saved and recorded. Those of us who have engaged in this kind of search know what the difficulties are and those who have not—they don't know what they have ahead of them. The eight wheel type of locomotive, was in its day, the best type of locomotive on our railroads and the greatest money earner. Thirty years ago it could be seen—nearly anywhere, but how about today? If these facts exist thirty years—now—what is going to be the standing in thirty more years? And to those interested in this work, these facts are worthy of most careful consideration, and if the Society can accomplish more than the individual, let us by all means have the Society and boost all that we can.

Finally—how long is it going to last? Having just started, very little attention has been paid to "stopping". The Society will last as long as there is enough interest shown to maintain it, and from present indications—it looks to be fairly long lived, at least, let us hope so, and let us each help every way we can.



## The Fall River Line Boat Train

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By WARREN JACOBS.

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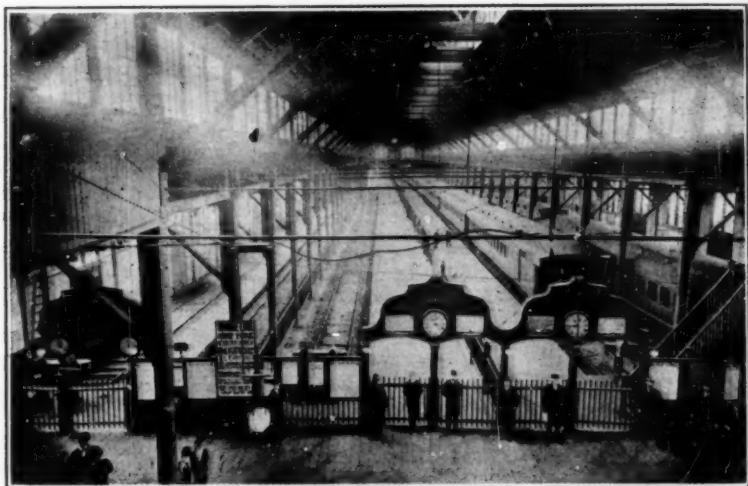
The Fall River Line Steamboat Express Train leaving Boston at 6.00 P. M. is not only the oldest train in point of service which pulls out of the big South Station in Boston, but one of the oldest if not indeed the very oldest train in the United States in continuous service, for it has run regularly from May 19, 1847 to the present day, and since October 11, 1875 it has left Boston on its present schedule at 6.00 P. M.—forty-six years of service at this time and seventy-four years of total service.

In order to give a complete history of the Boat Train it will be necessary to give very briefly the story of the development of the railroad in south-eastern Massachusetts—that is the portion in particular between the cities of Boston and Fall River.

The Old Colony Railroad was incorporated March 16, 1844 to build a line of railroad from Boston to Plymouth and this road was opened for traffic on Monday, Nov. 10, 1845, the trains starting from a temporary station in South Boston, near the Turnpike, now Dorchester Avenue, very close to the spot where now stands the house of Engine Company 15 of the Boston Fire Dept. Later on an arrangement was made with the Boston and Worcester Railroad for the use of a part of their station, which stood on the corner of Lincoln and Beach Streets, opposite the United States Hotel, and on the site of the present Albany Building. In the year 1846 the Old Colony Railroad purchased from a development company called the South Cove Co. the land at the corner of South and Kneeland Streets, and made arrangements for the building of its own depot, which was opened May 19, 1847, and on which date the use of the Boston and Worcester depot was abandoned by the Old Colony, who had used it during 1846 and the spring of 1847. On June 9th, 1845 there had been opened between Fall River and Myricks a railroad known as the Fall River Railroad and on Dec. 21, 1846 this railroad was extended through and opened from Myricks via Middleboro and Bridgewater to a connection with the Old

Colony Railroad at South Braintree, making a direct through all-rail line between Fall River and Boston. The following notice of the opening of the Fall River Railroad from Fall River to South Braintree is taken from the files of the *Boston Advertiser* of that day: "Fall River Railroad—From the Depot of the Old Colony Railroad. To commence Monday, December 21, 1846. Cars leave daily Sunday excepted. From Boston for Fall River 7 $\frac{3}{4}$  A. M. and 4 P. M." Fall River Dec. 16, 1846.

The Old Colony depot referred to in this advertisement was not the historic structure at the corner of South and Kneeland Streets, as this was before that station was opened and when the Old Colony was using a portion of the Boston and Worcester depot at Lincoln and Beach Streets. The Worcester depot was opened Nov. 7th, 1836.



"THE GATES OF KNEELAND STREET STATION."

FROM THIS STATION THE "STEAMBOAT TRAIN" DEPARTED REGULARLY  
FOR OVER FORTY YEARS.

We now come to the opening of the Fall River Line, the first trip of the Boat Train and the opening of the Old Colony Passenger Station on Kneeland Street, all three of which important events occurred on the same day, Wednesday, May 19, 1847.

The opening notice of the Fall River Line cannot fail to be of interest and is given here in full, being taken from the *Boston Advertiser* of that date.

—FOR NEW YORK—

VIA FALL RIVER AND NEWPORT

The new steamer Bay State, Capt. J. J. Comstock, will leave Fall River this evening on the arrival of the cars from Boston. Trains leave the Depot of the Old Colony Rail Road corner of South and Kneeland Streets, Boston at 5 o'clock P. M. Berths and staterooms secured at 7 State St. and at Ticket Office of the Old Colony Railroad May 19.

Also the following account of the first trip of the Fall River Line is taken from the *Boston Advertiser* for May 20, 1847.

"The Bay State—This elegant boat made her first trip on the new route last night and brought through about 250 passengers. She has proved herself to be a very fast boat, having beaten the Oregon on the passage last night. She was saluted on her arrival at Newport and Fall River by firing of cannon, rockets, and a fine band of music was stationed at each place. The citizens of Newport and Fall River of course feel great interest in the success of this line, and these demonstrations of joy at her first appearance in the two places is perfectly natural."

The boat train left Boston at 5.00 P. M. from the Old Colony depot as has been shown, and ran out over the Old Colony Railroad to South Braintree, where a stop was made for change of engines and the Fall River Railroad then took over the train for the run from South Braintree to Fall River Wharf, the run from Boston in those days being made over two distinct railroads.

On June 20, 1854 by a joint stock vote the Fall River Railroad and the Old Colony Railroad were consolidated as the Old Colony and Fall River Railroad Company, and the boat trains was changed to leave Boston at 5.30 P. M. The first conductor of the boat train, as far as known was Thomas J. Clafin, and he was running the train at the time of the consolidation of the Old Colony and Fall River roads. The first engines to haul the boat train were the "Boston" and the "Middleborough" and

among the first engineers were—Thurston and Henry Waldron.

On Sept. 24, 1866 the "New Road" from Mayflower Park to Somerset Junction via North Easton and Taunton (Dean St.) was opened and the boat train was changed to the new route. It was shortly before this, about 1864, that two English railway coaches were built at the South Boston shops for use on the boat train. The idea originated with Mr. Joseph Holmes, a son of Prest. Holmes of the Old Colony, who while on a visit to England became impressed with the idea of trying the English cars on an American road. They were in service quite a number of years and at first the novelty made them popular, as they were about the only ones in this country, but the novelty wore out and they were replaced with regular parlor cars, which were coming into general use about that time. One of the English coaches was smashed in the Wollaston disaster of the Silver Lake Plympton excursion train in 1878 and the other was finally sold to a Canadian road.

Asa R. Porter succeeded Thomas J. Claffin as conductor of the boat train, and had the job of walking on the narrow running board of the English coaches collecting tickets, no sinecure on a dark or stormy night. No mention of the boat train would be complete without Asa Porter, for he ran it for over thirty years, and was known to thousands of travelers all over the United States, as well as to many more thousands of the regular patrons of the Fall River Line. It was his custom every evening at Fall River Wharf to hold an informal reception at the steamers gangway and shake hands with his many friends. He was a man of dignified presence, a gentleman of the old school, and one of the most popular men in the employ of the Old Colony road. His death in 1896 was a great loss both to the road and its patrons. His son, Mr. A. H. Porter, is now agent at the Back Bay station in Boston, and has been over fifty years in the service of the Old Colony and New Haven roads.

The Old Colony had their own parlor cars, which were the first ones on the boat train is hard to say, but the "Pilgrim" and "Puritan," named for the steamers, were on the boat train for a long time. Mr. John Gorman, whose home was at Bridgewater, and who is now an engineer on the Boston and Maine Railroad, was a brakeman on the boat train years ago with Con-

ductor Porter and tells many interesting anecdotes regarding the famous train. He says that in the parlor cars on the boat train every night you would find such men as Gen. Butler, Mr. R. H. White, and other leading professional and business men of New England. The train was the heaviest and most important that went out of the Old Colony depot and there was a crowd every night to see it off. Captain Sanborn, the train master, was always on hand to look over the cars and crew. The brakemen used to clean their own cars in those days, and the crew had sleeping quarters over the station at Fall River wharf.

In the early seventies the tickets on the Fall River Line had the advertisement of various New York hotels on the back. The writer has one of these old tickets sold in 1871 with an advertisement of the St. Denis Hotel, Broadway and 11th St., one of the best hotels in New York at that time and which stood nearly opposite Grace Church.

The "Ticket-Masters" of the Old Colony Railroad, who corresponded to the modern ticket agent, and who sold the Fall River Line tickets in the Kneeland Street Station, were as follows, with dates of service:

M. R. Simons, Nov. 1845-Aug. 1851  
David Loring, Aug. 1851-Aug. 1852  
David G. Cooley, Aug. 1852-Mar. 1860  
Alonzo P. Jones, Mar. 1860-June 1885  
Geo. D. Keyes, June 1885-Nov. 1885  
Chas. F. Peck, Jr., Nov. 1885-Dec. 31, 1898.

The first ticket master, M. R. Simons, was holding this position in Nov. 1845, when the Old Colony was first opened from Boston to Plymouth. He afterward became manager of the Fall River Line. David G. Cooley, when he was ticket master for the Old Colony, lived at 41 Harvard St., Boston, at the corner of Harrison Avenue, in an old house that is standing today. A. P. Jones was a brother of Conductor W. D. Jones of the Old Colony. Geo. D. Keyes was at one time connected with the Nantasket Beach Railroad before it was leased to the Old Colony. Chas. F. Peck, Jr., was a ticket seller for A. P. Jones for many years before becoming ticket agent for the Old Colony, and sold the Fall River Line tickets for the boat train at the time of the Centennial at Philadelphia. He was a man of pow-

erful physique and bore a striking resemblance to General Hancock, an expert in his line of work, and few men have even equaled his speed at a ticket window. A well known and popular employee of the Old Colony, and with a host of friends among its patrons. None of these men are now living.

There was another man in the Kneeland Street Station without mention of whom no account of the boat train or the Old Colony Railroad would be complete and that was Edward L. Briggs, Gateman, Train Announcer and Special Police, who was on the gates for years and who set the wooden clocks, and pulled down the train sign for the "6.00 P. M. Fall River Line New York." The Old Colony depot never could have been the same without Mr. Briggs, and no railroad man can ever think of one without the other. Edward L. Briggs was born in Salem, Mass. in 1845, and in 1861 at the outbreak of the war enlisted in the 4th Massachusetts Battery, and served in this battery and in the United States Navy until 1867. He then entered the employ of the old Eastern Railroad, and came to the Old Colony in 1875 as a brakeman, but was soon given the position on the gates, which he held until his death. He died at Salem in 1896. A genial disposition, a splendid looking man at the gates, in the frock coat of the Old Colony, and with no superior, and few equals as a train announcer, his voice clear and distinct could be heard all over the waiting room in Kneeland Street Station. He also was well known, and liked by officials, employees and the patrons of the Old Colony road. Indeed he was almost as familiar a figure to the passengers on the boat train as Asa Porter himself.

From the earliest days to the present time the equipment of the boat train both in engines and cars has always been the best. Before the days of air brakes, there was a brake known as the "Creamer train brake," which was supposed to be the very finest thing in this line, and of course the boat train was supplied with this latest device. Then later came the air brake, first applied to the engine "Pilgrim" in 1870, and when air brakes came into general use, the boat train was one of the first to be equipped with this new appliance. Engines which have hauled the train beside those already named were the "Hudson," "Plymouth Rock," "Old Colony," "King Philip" and "Dorchester." There were two engines named "Pilgrim" which have hauled the boat train. The original engine had a



fine painting of the Landing of the Pilgrims on the tender. The second Pilgrim was built by J. K. Taylor, Master Mechanic of the Old Colony R. R., and was the largest and finest engine in the east at that time, built purposely to haul the boat train, which even at that day was one of the heaviest and most important trains in New England. Of engineers who have pulled this train were John Lufkin and his brother William, John W. Leighton, and John C. Westgate. There have been others, but these held the run the longest of any. After Asa Porter as conductor, came William Warren, for a short time, and then Charles B. Wales, who had the boat train for over eighteen years, or until his death a short time ago. Since then there have been several different conductors running this train down to the present time.

The Old Colony Railroad leased the Boston and Providence in April, 1888 and not long after double tracked the Stoughton branch to a connection with the "new road," and on Monday, June 16, 1890 the Fall River Line boat train was transferred from the old Kneeland Street station, where it had left every night since 1847, to the Park Square Station in Boston.

Asa Porter was still the conductor when the change was made to the Park Square station. Pullman cars had taken the place of the Old Colony Drawing Room cars, and the Pullman parlor cars "Violet" and "Pansy" were assigned to the boat train at about that time. The boat train left from the Park Square station until Sept. 10, 1899, when the trains of the Providence Division were transferred to the New South Station in Boston.

The boat train of today has the latest steel coaches, the parlor cars "Pawtucket" and "Centredale" and engine 817, a Baldwin, and which her engineer and fireman keep beautifully clean, and the brass work polished, in keeping with the best traditions of this famous train, and for which they deserve much credit and the thanks of railroad men and others to whom the Fall River Line Steamboat Express train will always be regarded as one of America's crack trains.

The following description of the old English coaches on the boat train is taken from Leonard's "Travelers Instructor," edition of September 1868: "The cars of this route are first class in every detail. Particular attention is invited to the new and elegant English railway carriages attached to each steam-



boat train—the first in the country. They are divided into apartments seating eight persons each, especially adapted for families or parties who wish to travel in seclusion. They are elegantly upholstered, and run very quiet and easy, being mounted upon trucks of peculiar construction, and are much superior in finish and appointment to railway carriages in ordinary use on foreign railways."

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Mr. Jacobs has given an interesting historical account of the "Boat Train," and it was his good fortune to live near the terminal of where that historic train started every night, but it was the good fortune of the writer to live in a city where that train passed through every night and he has taken the liberty of adding to Mr. Jacob's article, his impressions.

Let us leave this little city of Taunton and take our station at a place known as Weir Junction, about a mile east of the center of the city. It is a cool summer evening. The main line makes a graceful bend and disappears from sight behind a coal shed. The line for New Bedford leaves the curve and runs straight over the Taunton River and disappears from sight. The line from Boston, via Dean St., joins the curve about where the tracks for New Bedford left it. Save for a few houses on Weir St., the shed near the Dean St. tracks, the observer has a clear view for about a quarter of a mile of anything that will approach from the north, and at this hour, 6.30 P. M., it seems as though the rails had taken on the quiet of the summer evening.

Two red balls on the mast signal at the junction indicates that something is about to approach, and promptly, at 6.40, a little train of three cars comes swiftly around the curve and soon is lost behind the coal shed. That is the local train for the boat. The mast signal changes to three red balls and the New Bedford section of that train clatters over the frogs, for that city.

Again the signal changes, this time to two red balls, and far up the road can be heard a distant whistle. Again and again it is repeated, each time nearer, and from behind the houses on Weir Street out pops a little engine followed by a baggage car, a long smoker, a coach and two parlor cars—the last coming all the way from the White Mountains. It is 6.50 P. M., and

you know, for some reason or other, from the way that engineer rounds that curve, that he is in a hurry to get his White Mountain boat train to the Wharf.

The mast signal has changed to a white ball with a black stripe. Far away—to the south, can be heard the White Mountain boat train which has just passed—but in the north, can be heard a new sound. Another whistle, not like the sharp piercing one that has just passed, but deeper, fuller and more deliberate. Again that whistle is heard—Dean Street, then a deep rumble—the trestles over Taunton River, and soon from behind the wood shed there appears a light that seems to come with almost the speed of a meteor. Sparks fly from the wheels! There is a rumble and rattle as the train strikes those frogs, followed by a heavy puffing and panting as the engineer “opens her up” and there swings past you—The Fall River Line Steamboat Express! Car after car grinds over those frogs, each one a little faster than the one ahead, and you wonder if there is no end. Each one vestibuled, every one as clean as soap and paint can make it, their sides glistening in the setting sun! The last parlor car has rattled over the frogs, sometimes it is the fifteenth on the train and more often it is nearer the twentieth. It is 6.55 P. M. and the oldest train in America is about to complete another trip!

Could you look across the country, you would see another train scurrying for the boat over in the vicinity of Myricks. This train carries the people from Cape Cod points to the Fall River Line boats, and an hour later, while the boats are in Mount Hope Bay, steaming towards Newport, there will pass this same junction, the second boat train, which will catch the boat at Newport. This then, was the “service to the boats”—a service that required two steamers to leave each night from both Fall River and New York.

Gone is the grandeur of the “boat train”! She does not come via Dean Street any more! Oldest of the fast trains of America in point of service, she makes the “Empire”, “Century” and “Broadway” appear like children and the reader needs only one glimpse of that long handsome train, running in the early evening, the last rays of the sun glistening from its sides, with its tremendous length, to make him appreciate this venerable institution.

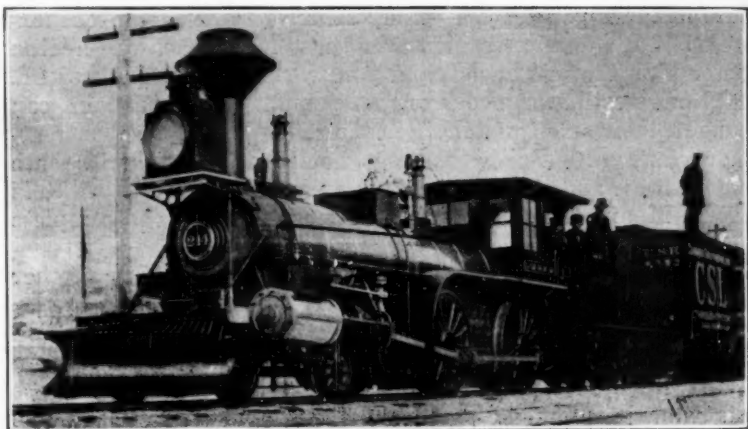
CHAS. E. FISHER.

## Eddy Clocks.

BY JOHN W. MERRILL.

One might think from this title that I was going to describe some famous clocks, but I feel sure that the readers of this magazine will immediately have brought to mind the old locomotives which used to run on the Boston & Albany Railroad.

Before the consolidation of the Boston & Worcester Railroad and the Western Railroad, Wilson Eddy was chosen foreman of the Western Railroad shops at Springfield, Mass. He held this position from 1840 to 1850 and then was appointed



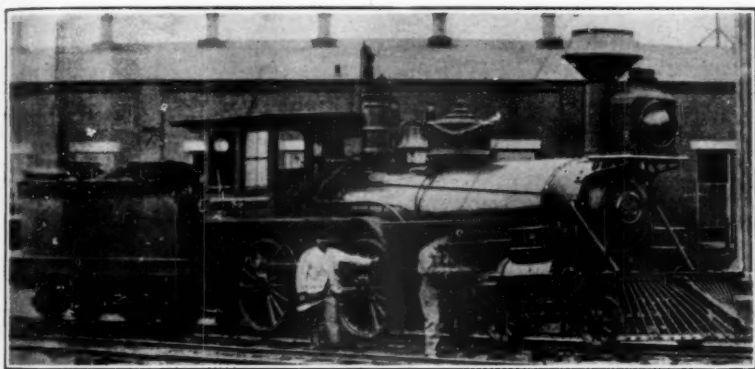
B. & A. "Dukes" #214.

Master Mechanic, which position he held for about thirty years. In 1880 he resigned and his son was appointed in his place.

The Eddy family were therefore connected with the road for about fifty years. Mr. Eddy built about one hundred locomotives which were called clocks because they did such good work on the road. A number of different classes were built. Altho the freight engines and passenger engines were essentially alike in design, they were quite different in their working parts, due to the different service to which they were assigned.

For instance the freight engines had cylinders 16 inches in diameter by 26 inches stroke, and 60 inch driving wheels. For the heavier service he increased the cylinders to 17 inches and 18 inches diameter by 26 inches stroke and reduced the diameter of the driving wheels to 50 inches. The 214 "Dukes" is a type of the 17x26 inch, 54 inch driver freight engine.

In the late seventies and early eighties he constructed eight of a much larger freight type with  $18\frac{3}{4}$ x28 inch cylinders and 54 inch driving wheels, increasing the weight to 40 tons. The number 83 illustrated herewith is one of these. The 16 inch class which he built in the late sixties weighed 30 tons and the



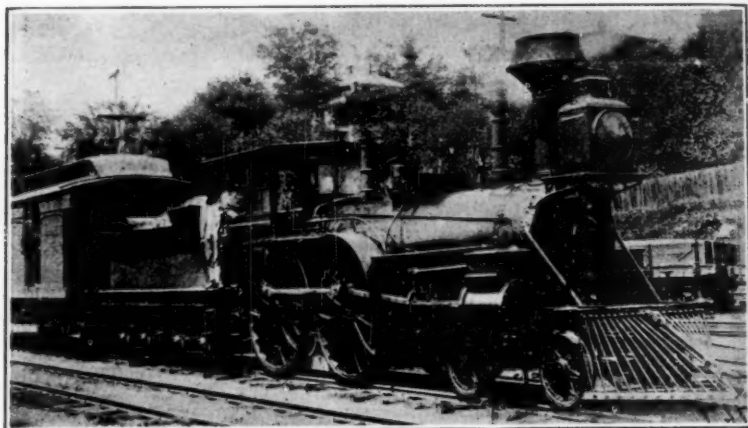
B. & A. #83.

17 inch and 18 inch classes built in the seventies weighed 33 and 34 tons. The #83 and the other seven like her were used in the heavy grade between Springfield and Albany.

The passenger engines had cylinders 18 inches in diameter and stroke varying from 22 inches to 24 inches. The driving wheels on most of these engines were 66 inches but he built a number with 72 inch wheels, such as #26 "Shaker," #40 "Howard," #45 "Gilmore," #46 "Whistler," #61 "Cumings," etc. Notice the peculiar driving wheel centers on the #45 illustrated herewith. The last Eddy built was in 1881 and was the #46 "Whistler." This locomotive was in service into the nineties, or only about fourteen years from the time the engine was constructed. In explanation of the short life of this

engine and others of the same type, I would state that due to the fact that the frame was bolted to the fire box and contraction and expansion were allowed for in the saddle, which caused the engine to leak badly, they were very bothersome to the railroad and needed constant shopping.

The #40 "Whistler," renumbered 232, and illustrated herewith, and the #83 class were quite different from the other clocks in design, they being equipped with only one escape pipe

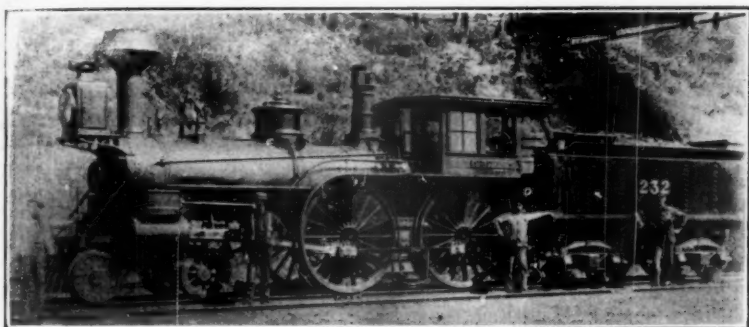


B. & A. #45.

while the older types had two cannons as they were called, see the "Dukes" and #45 and notice the location of the whistle at the base of the forward escape pipe. I believe Eddy copied the old Hinkley & Drury design in regard to this style of two escape pipes.

All the early pictures which I have show the Eddy engines without a muffler on the cannons but later a State law was passed and the engines were then equipped with them. He had up to the time he built the one escape pipe type used a square sand box but changed to a round one like other builders used. The signal lamps for indicating extra trains following regular ones were placed on the bracket which held the bell. Mr. Eddy went in not for looks but for service and the clocks were exceedingly plain in appearance, in later years there being no lettering on the tank at all, and only metal numbers appearing on the cab.

I have found one or two pictures which showed the initials of the road on the tank, and some striping above and below the lettering but these are very rare and I believe there were only a few which were probably labelled in this fashion. Well do I remember the bells of these locomotives. They were entirely different from those with which the engines of the Boston & Worcester division were equipped, and many is the time I have run about a half mile to see what "West Ender" was coming through on a certain train. When one of the East End locomotives broke down, an old Eddy would haul the train and we collected quite a list of different numbers, as oftentimes one new to us would put in an appearance. This was especially true



B. & A. #232.

when heavy snow storms occurred in the winter. At such times the old clocks would double head on the through trains.

About 1850 the through trains on the Western Railroad were hauled by Mason wood burners, with 16x22 inch cylinders, 72 inch driving wheels and weighing 30 tons. In the sixties Mr. Eddy's clocks were hauling the same trains and the Grant Locomotive Works were very anxious to build some engines to compete with the clocks. They were given an order for four which were of the ordinary eight wheel pattern, with diamond stacks and were numbered from 100 to 103 inclusive. They had cylinders 16x24 inches, 66 inch driving wheels and were the same design as other roads were using, having brass dome casings, cylinder casings, etc. When these handsome machines arrived it was expected the old clocks would be scrapped on a



sidetrack, but it is needless to say that these engines could in no way compete with the Eddy productions. He kept on building, slightly increasing the size from year to year until the railroads in New England began to be enthusiastic over a new type called the "Mogul," which had three pairs of driving wheels. The Boston & Albany in 1871 built one of this design with 17x24 inch cylinders, 60 inch driving wheels and weighing 34 tons. This locomotive was put in competition with one of the 16x26 inch, 60 inch driver engines, which had four connected driving wheels as against six of the Mogul.

This engine, #180 "Brighton," was expected to haul at least one half as many more cars as the Eddy. The two competitive machines were tried on the grade between Pittsfield and Dalton. The Eddy engine beat out the "Brighton." However, the new type was quite up-to-date and the road ordered some in 1871 of the Rhode Island Works in Providence, R. I., and another lot in 1873. These locomotives had 18x26 inch cylinders, 54 inch driving wheels and weighed 35 tons. Mr. Eddy continued to build until 1880, turning out the large 18 $\frac{3}{4}$ x28 inch cylinder freight type of locomotive.

In 1889 a speculator bought about forty locomotives of the Boston & Albany, mostly Eddy's, and after repairing them expected to sell them to roads in the South, but there was no market and he had to scrap them.

One of the first locomotives Eddy built had a single pair of driving wheels and a trailing wheel; but it was not a success and another pair of driving wheels was substituted for the trailing wheels, and this type was adopted. Long ago in the 40's or 50's the old Eddy's burned wood and they must have been queer looking machines with their ballon stacks.

The #39 was the last Eddy in existence and was used many years to heat the old Worcester station but when the new station was built the old locomotive was to be scrapped but the writer succeeded in persuading the New York Central to send the engine to Purdue University, where it is now preserved and can be seen in the original condition.

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Mr. Merrill states that the photographs of the #83 and #232 are from the collection of the late Rev. E. B. French of Brockton, Mass. The other photographs are selected from his



very extensive collection, numbering several thousand photographs of locomotives from 1834 to 1921. He desires very much to secure a photograph of the #180, the "Brighton." Cannot some of our Boston & Albany engineers help him out as there must be one in existence.

EDITOR.

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## Down on the Old Colony.

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BY WILL ARMET.

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Come with me friends and we will go—  
For a ride on a railroad I used to know,  
Through the land of the pine and the cranberry bog,  
The home of the daisy and the goldenrod.  
Oh! hear that whistle blow—Hoo-hoo-hoo-hoo'ee,  
Just like that down on the Old Colon'nee.

Bright yellow cars shining like a glass,  
A humming through sand and beech grass;  
Smiling conductor and crew all polite—  
Early in the morning or late at night.  
There she comes now—Hoo-hoo-hoo-hoo'ee,  
Just like that down on the Old Colon'nee.

Twenty or thirty cars on the train going down,  
Only two are left at old Provincetown;  
Pick 'em all up again on the "up" trip next day,  
Filled with good Cape Codders for Boston way.  
Chickety-chick, Hoo-hoo-hoo-hoo'ee,  
Just like that down on the Old Colon'nee.

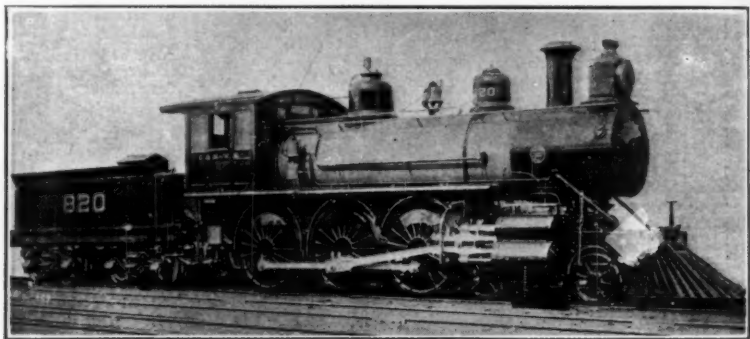
The good old road is now a thing of the past,  
The system reached out and got it at last;  
Efficiency has chased kindly courtesy away—  
There's money to make and dividends to pay.  
The old whistle's gone—that Hoo-hoo-hoo'ee,  
And now it's a screech on the Old Colon'nee.

To those of us who are interested in the Old Colony R. R.,  
the above poem by Will Armet will be of interest.

## Some Experimental and Historical Locomotives of the Chicago and Northwestern Railroad.

By ROY W. CARLSON.

In order to establish the permanent value of a new type of locomotive on a particular road, or a new construction as pertaining to a locomotive among a class of locomotives, there must come into existence a precursor or vanguard for those that are to follow, if it so happens that others of the same type and construction do follow, then such a one partakes of the nature of a pioneer. It should be stated here, however, that it often happens, for various reasons, but one or two locomotives of a particular construction are built. In many cases they are the first constructions of a long list of similar locomotives.



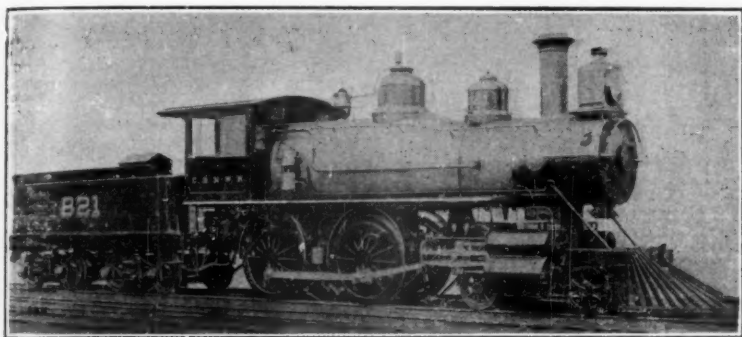
CHICAGO & NORTHWESTERN #820.

Such as these then are in the way of an experiment. We may also include in this category such locomotives, experimental *per se*, that come to a road as a part of the motive power equipment of an acquired road.

Locomotives such as the above exist on all roads, and as the years have gone by have been changed to some new standard practice for such a road, unless in the meanwhile they have entirely disappeared. In either case they have become history.

We shall enumerate several such of The Pioneer Line West and Northwest of Chicago. None of these can be classed as freaks but are none the less interesting and notable because of their fame and historical significance.

The North Western has never gone in very "heavy" on compounds. Therefore those that were built are historical because they no longer exist as compounds. Of these, the 820 and 821 were unique in that they were the first and only Vauclain compounds on this road. Furthermore the 821, we believe, was the only Eight-Wheel Compound ever on the road. The 820 was changed to a simple engine in October, 1901, and the 821

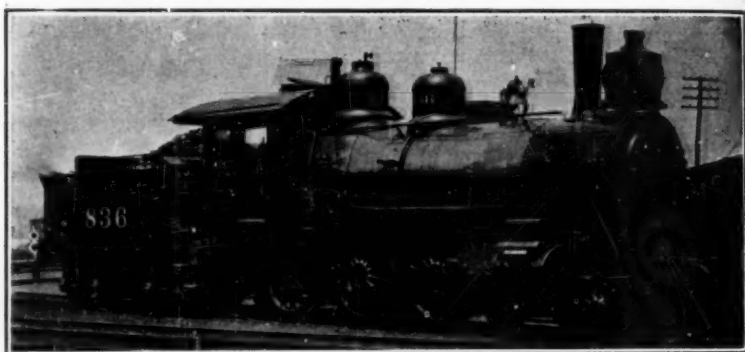


CHICAGO & NORTHWESTERN #821.

was changed in September, 1899. They are both Baldwin engines, built in September, 1892, and are the only representatives in their respective classes, the 820 being a D-13 and the 821 a D-14, although the 820 is allied to the North Western's several class subdivisions under the letter S. As a compound the 820 was equipped with cylinders of 14 and 24 by 24 inches and 68-inch drivers, and for the 821 were 12 and 20 by 24 inches with 63-inch drivers; the cylinders are now 19 by 24 and 18 by 24 inches, respectively, both having 69-inch drivers.

Of cross compounds, the North Western have had only a few, and so far as we can find, were all Ten-Wheelers. They were the 819, 836, and the 341, at least. The 819 was a Schenectady Compound built July, 1892, by the Schenectady Locomotive Works. As constructed her cylinder dimensions were 20 and 32 by 24 inches and driving wheels 63 inches in diameter,

and was classified as an S-6, the only representative in the class. This engine was changed to a simple in November, 1903, the last one to be changed over, and is now an S-4 with 19 by 24 cylinders with the same size driving wheels. The 836 was a Richmond Compound built by the Schenectady Locomotive Works in November, 1892, with other simple engines, and was classified as an S-4, being one of the very first North Western locomotives to have her class designation affixed to the engine cab. She still retains her original classification as an S-4, being one of numerous other simple S-4 engines, the 836 having been changed to simple in April, 1902.



CHICAGO & NORTHWESTERN #836.

The 341 is the only representative of her class, the R class, that we find has existed as a compound. Built in October, 1900 at Schenectady, with cylinders 22½ and 35 by 26 inches with driving wheels of 63 inches, she was changed to a simple in November 1903, with cylinders 20 by 26 inches and 63-inch drivers, and still retains her original classification designation.

All of these compounds have at one time or other operated on passenger trains as in line with their regular duty.

This account would hardly be complete without a mention of the 400, the "Christopher Columbus," the last locomotive on the North Western to receive a name in this manner, and built at Schenectady in April, 1893. The last locomotives of the Chicago & North Western to have names given them as a general practice was in 1872 and the 269, "Sparta," and the 270,

"Council Bluffs," both built by the Baldwin Locomotive Works in 1872, were the last two so named. Altho, as we have said, the 400 was built in April, it was not actually received by the North Western until in November, 1893. During the intervening period it was in Chicago as one of the exhibits at the World's Fair, an example of the finest workmanship as a locomotive. The 400 is also the only exception to a standard practice in having the words "Chicago & North-Western" painted on the tender instead of having the letters "C. & N. W. R." or, in more recent years, "C. & N. W. R." on the cab, and a reversion to "ancient" history in having the name of the locomotive, in this case, "Columbus" on the cab instead. It is also about this time that brass was eliminated as a trimming on smoke-stacks, the 400 and the 836 showing this change whereas the 819, 820 and 821 retain this, as a part of their original construction. In the ordinary course of events the 400, being a class S-7, the only one in her class, would have received without doubt the number 837, but because of the significance of the event, the number 400 was used instead. She was the last of the regular S classes. A picture of this engine was used for many years by the North Western as part of the advertising matter of its passenger department.

In August, 1895, an entirely new class of engine was evolved, such as had never before existed on the North Western, with larger drivers, for exclusive passenger service. This was also the beginning of a long line of locomotives of various classes with drivers of 75, 80 and 81-inch diameters for passenger service, with only an occasional reversion to smaller diameters. The first engine of this new class, class A, was the 901 and the second the 908. The driving wheels were 75 inches in diameter, with 19 by 24-inch cylinders, and weighed 125,600 pounds.

It is also a rather strange coincidence that the 908 was one of the locomotives used in the run of The First Fast Mail when the North Western and the Burlington made their competitive speed runs from Chicago to Omaha, and that the other locomotives used by the North Western in this run were also class A engines, the 584 and the 592. As a matter of history it might not be amiss to rewrite some of the dates and figures as pertaining to the run over the C. & N. W. Number 908 pulled the mail train over the first part of the trip, from Chicago to Clint-

on, leaving Chicago at 10:00 p. m. Monday, January 2, 1899, and arrived at Clinton, 138 miles, at 12:35 midnight, having made the run of 138 miles in 155 minutes. Engine 584 pulled the train on the second stage of the journey, Clinton to Boone, arriving at Boone, 341 miles from Chicago, at 4.45 a. m. Engine 592 pulled the train from Boone to Council Bluffs, arriving at C. B. Transfer, 487 miles from Chicago, at 7.25 a. m., January 3, 1899, or in 9 hours and 25 minutes after leaving Chicago. The schedule running time of this run was about 52 miles per hour, although greatly exceeded in many places.

The 908, as we have stated, was built in August, 1895, at Schenectady, while the 584 was built in September, 1895, and the 592 in October of the same year. The class A engines have always been noted for their speed and endurance.

From the class A was but a short step to the next classes of large driver engines, the class B and class C. The C class came to the road scarcely three months after the last of the A's arrived and before another month had elapsed the first of the class B began arriving, all of them built at Schenectady. The first class C was the 215 built in April, 1899, with cylinders 19 by 26 inches, 80-inch drivers, and weighed 133,800 pounds. The first class B was the 196, also built in April, 1899, with 19½ by 26-inch cylinders, 75-inch drivers, and weighed 137,000 pounds. The three classes resemble one another except that the B's and C's were to be longer and heavier than the A's. The C Class is now equipped with 75-inch drivers, but the other dimensions given are the same as that construction except that they are heavier for all three classes.

On July 1, 1900, just little more than a year after the last of the C class was received, the first Atlantic type locomotive for the North Western made her much awaited appearance at Chicago Shops from Schenectady. This was the 1015. The day after the Fourth, a second one, the 1016, arrived. Thirty five days later two more arrived, and additional arrivals continued at periods. The 1015 and 1016 were the first two of a trial lot of ten of the same construction, and the forerunners of a long line of the same type, the general construction of which was not changed nor was the type stopped until in 1909 when the road turned its attention to heavy Pacifics, and as fine an Atlantic as has ever made its appearance on any railroad. And today, these locomotives still retain their excellent

appearance, endurance, speed and worthiness, a tribute to their designers and builders. And in stating this we are not making comparisons but so stating merely because they happen to be the case at hand and because of their wide distribution.

This class, the D class, all North Western Atlantics being in one class, is the first class along with its contemporary class, class R-1, a Ten-Wheel class, to have the piston valve from the beginning as an integrant part of its construction program, thruout the class, and also to set a standard in trailing trucks for the road in the way of outside journal boxes which has been carried on thru the Pacific and Mikado types.

The 1015 originally had 80-inch drivers as also did the others in her lot, but these have been increased to 81 inches; cylinders were 20 by 26 inches, and the engine weighed 160,000 pounds. The 390, one of the last Atlantics for the road, and the first to be equipped with the Young valve in combination with the Walschaert valve gear, was built in December, 1908, also at Schenectady, arriving at Chicago Shops along with the 391, the day after Christmas of that year. Her weight was 183,000 pounds. The last Atlantic built for this road was the 399. Other historical Atlantics for this road that should be enumerated are the 1026, the first Atlantic on the road to be equipped with the Young valve, in this case in combination with the Stephenson valve gear, and said to be one of the fastest engines on the entire system; the 1089, the first Atlantic to be equipped with the Baker-Pilliod valve gear, piston valves, and the only one so equipped; the 1300, the first superheater on the road, Schenectady superheater (the 1300 was built in December, 1904); the 1452, the last Atlantic equipped with the Stephenson gear; and the 125, the first one to be equipped with the Walschaert gear, with piston valves.

Here are some notable speeds with these Atlantics. Whenever E. H. Harriman desired to make one of his fast and comfortable trips between Omaha and Chicago when traveling to or from the East in connection with the Union Pacific he always selected the North Western. On October 24, 1905, he had his first special train over the road, consisting of one baggage car, two Pullman sleepers, one dining car, and two Union Pacific business cars, a total of six cars, and made the run from Omaha to Chicago in less than 11 hours, or to be exact, 10 hours and 24 minutes, and 10 hours and 15 minutes from Coun-



cil Bluffs, 50 minutes more than the time of the First Fast Mail. It should be noted here that the time of the Overland Limited over this run is 13 hours and 35 minutes. The train left Omaha at 9.44 a. m., Council Bluffs at 9.53, arrived at Boone at 12.46 noon, left Boone at 12.55, arrived at Clinton at 5.03 p. m., left Clinton at 5.11, and arrived at Chicago 8.08 p. m. The train was pulled from Council Bluffs to Boone by engine 153 (class C-4, 4-4-0 type), from Boone to Clinton by engine 1027, and from Clinton to Chicago by engine 1300, both of these being class D engines.

It will be interesting to note and set down a portion of a recorded run of Denver train No. 12, eastbound, which was made March 26, 1903, with the 1086, a class D. The train, consisting of 5 cars, a total weight of 305 tons, left Boone at 8.50 a. m., and arrived at Clinton at 12.43 p. m., a distance of 202.3 miles, made 9 stops, and with a total elapsed time of 3 hours and 53 minutes, actual running time 3 hours and 36 minutes, or an average speed of 56 miles per hour. Some of the wonderful bursts of speed were between the following points, all on the Iowa division between Clinton and Boone, viz Low Moor and Comanche, 5.0 miles, at 75 miles per hour; Stanwood and Clarence, 5.0 miles, at 75 miles per hour; Watkins and Norway, 4.1 miles, at 82 miles per hour; Tama and Long Point, 4.8 miles, at 96 miles per hour; LaMoille and Marshalltown, 7.3 miles, at 73 miles per hour.

In response to the demand made by longer and heavier and steel trains in passenger service, the North Western, like all other large roads, found it necessary and desirable to take up the Pacific type, and the first of these larger units were the class E, with engine 1500 as the first representative, built at the Schenectady Works of the American Locomotive Company in October, 1909, the first of a lot of 25. Historically, however, this is not the first Pacific on this road for this honor falls to the 1453, a class L, built at Schenectady in July, 1908, and a much smaller Pacific than the E class. The 1453, by the way, was built to burn lignite fuel and therefore for use on the farthest western divisions. The 1500 was equipped with 23 by 28 inch cylinders, 75-inch drivers, and weighed 245,000 pounds, while the 1453 had 20 by 26 inch cylinders, 62-inch drivers (now 63), and weighed 175,000 pounds. The E class is still growing, both as to number and size, and today the 1628, one of the latest

of this class, has cylinders of 25 by 28 inches, 75-inch drivers, and a weight of 269,000 pounds, and considerably more powerful, having gone thru several changes in detail construction since the advent of the 1500.

There has been one sub-class in the Pacific type, the class E-1, having 69-inch driver, 22 by 26 inch cylinders, and weighing from 219,000 to 233,000 pounds, and a very excellent locomotive. The first of the E-1 class was the 56, built in November, 1910 at Schenectady, and equipped with the Walschaert valve gear and piston valves. In conformity with the practice of the North Western in placing the locomotives of one class in one consecutive number group (the E class being the first class to have their numbers so reserved), the later E-1's were placed in the 2200's and the first of this class so placed is the 2201, by coincidence also the first Pacific type to be equipped with the Baker valve gear, the last E-1 to be equipped with the Walschaert gear being the 944. The first of the class E to be equipped with the Baker gear is the 1580 (the last Walschaert equipped being the 1579) whereas the group to which the 1628 belongs is equipped with the Young valve gear, all of these mentioned of course being equipped with the piston valve.

We have endeavored here to give a few historical items relative to some of the interesting classes on the North Western but one can understand that we have covered but a small part of the more than 2,000 locomotives of this road that are now in existence and probably more than 500 more that have done their full share of duty and ceased their existence as such. To cover any more would be beyond the scope of the present article, and we have said nothing about the first Hinkley's, Baldwin's, Grant's, McQueen's, Taunton's, the McKay & Aldus engines, the Tilton's, the Rhode Island's of the Milwaukee, Lake Shore & Western, or those from the Fremont, Elkhorn & Missouri Valley and the Sioux City & Pacific, and the other builders and the other roads absorbed, most of these engines of course being gone. For the benefit of the reader, we should state perhaps that the Tilton engines were those built by the Chicago & North Western, a general name however, because all the engines built by the road were not the product of Mr. Tilton.

## The Rival Builders.

BY CHAS. E. FISHER.

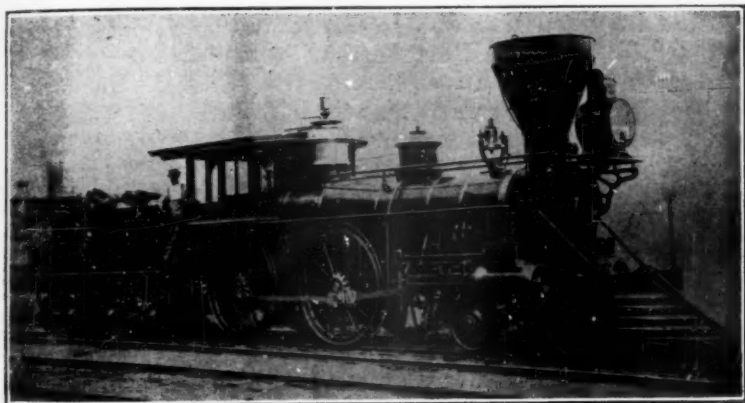
Taunton, Massachusetts, situated at the head of navigation of the Taunton River which flows past Fall River into Mount Hope Bay and thence to the ocean, was settled shortly after the landing of the Pilgrims at Plymouth and was once called by the Indian name of Cohannet. The railroad made an early appearance for in 1836 the Taunton Branch R. R., connecting Taunton with Mansfield and thence to Boston over the Boston & Providence R. R., was opened. Other roads came to Taunton and finally they were welded with the Old Colony Railroad, to be taken over by the present N. Y. N. H. & H. R. R. It is today an important railroad and trolley center. Its industries have been many and diversified, and among them, the building of locomotives, has ranked of importance. There were two concerns, the Taunton Locomotive Works and William Mason and it is about these builders that I have made them the subject of my story.

The first locomotive ever built in Taunton was the "Rough and Ready," built by the Taunton Locomotive Works for the Eastern R. R., on May 29, 1847. Mr. Fairbanks was the founder of this concern and it was due to this man's energy and work that made this firm such a success as was the case with his business rival—Mr. Mason.

Since Mr. Fairbanks was the first in the locomotive building field we will treat with this company first. The size of this plant may be gained from an excellent account in the *American Whig* (Taunton) for July 13, 1854, in which it is stated that the premises extended 452 feet on the railroad and 304 feet on Westminster Street, with a rear of 304 feet; the buildings being entirely of brick. It is not my purpose to describe the difficulties encountered by either manufacturer or describe each and every locomotive built.

One interesting feature, employed before the days of photography, has remained to us and that is the use of lithographs. These at first were simply line drawings of the locomotive and colored and later they assumed a more normal and appeared more like the "iron horse" they depicted. These lithographs

were a form of advertising for they were handed out to the purchasers so they could be hung in their offices and thus, those who were unacquainted with these builders products could improve their opportunity to the benefit of the builder. One of the early ones of the Taunton Locomotive Works is of interest. Aside from the fact it is simply a line drawing of a locomotive of the vintage of the early fifties and contains the names of the officers of the company, it also mentions W. Raymond Lee, Sup't and G. S. Griggs, M. M., Boston & Providence R. R. and William Crocker, Pres. Taunton Branch R. R. as references. Evidently



HARTFORD, PROVIDENCE & FISHKILL R. R., "J. P. McMANUS."  
TAUNTON LOCO. WORKS #438, AUG. 19, 1868.

their attitude might be considered, if you don't think our engines are all right, you just write these men and see. About 1862 a beautiful lithograph was made of the locomotive "Calumet" showing William Crocker as Treasurer and William Fairbanks as Agent of this concern. Another lithograph of 1870 of the locomotive "Owego" shows P. I. Perrin the Sup't. and Harrison Tweed as Agent.

Turning to the books of the company we find much of interest there. It is unfortunate that the records of this concern have not been preserved between the years of 1855 to 1866 and so these interesting years must be omitted from our consideration. Aside from the mechanical features which we will not consider fearfully complicated in those days of inside connect-

ed engines and V-hooks and the like, we note the engines of the early days bore names in places of numbers and these names add interest to our search.

The first locomotive built by this concern was the "Rough and Ready," the second, her mate, was named the "Witch." Then came the "Lonsdale," "Pawtucket" and "Woonsocket," all towns in the Blackstone Valley, for the Providence & Worcester R. R. The "Titan," built for the Manchester & Lawrence R. R., was the first to have T. L. M. Co. (Taunton Locomotive Manufacturing Co.) on her side covers. The next locomotive went to the Passumpsic R. R. and was named after that "little college on the hill"—"Dartmouth." The "Pacific," built for the Pacific R. R. of Missouri, was placed on a ship at Boston for New Orleans and thence reshipped to St. Louis, the first engine to pull a train on that road. This was in 1852. Gov. Sprague of Connecticut was honored by the Hartford, Providence & Fishkill R. R. when they named a locomotive for him. Some roads ran to Indian names for the records show the Hannibal & St. Joseph R. R. had built for them the "Cherokee," "Chippewa," "Oneida," "Monhegan," "Comanche," and eight others with Indian names.

Locomotives are half human and some are more fortunate than others as nearly every engineer will testify. The "Mount Holley" of the Rutland & Burlington R. R. drew the first train over that road in 1849 and lived to the hale and hearty locomotive age of 49 years (the life of a locomotive is considered twenty) and was not scrapped until 1898. The "Oneida," built for the Hudson River R. R. figured in accidents and lawsuits and in 1856 went through the drawbridge at Poughkeepsie, pulling her whole train after her and killing and injuring many passengers. She was hauled out but her life was short after that. The "Stranger," built for the Vermont Central R. R., was a beauty and noted for her speed. The "St. Albans" delivered to the same road in 1869 had a wonderful record. In its long career on this road it never had an accident and never failed to return to the roundhouse under its own steam. In 1915 this locomotive was still doing faithful service on the rails of the Hannawa Falls Pulp Co. at Potsdam N. Y., having seen forty-six years of continual service. These are examples of the locomotives turned out by Mr. Fairbanks and well might he be proud of them.

The locomotives of this company were widely distributed. Save for the years mentioned which we have no record, the larger buyers of these may be of interest.

Atchison, Topeka & Santa Fe R. R.	71	locomotives
Central R. R. of New Jersey	40	"
Chicago, St. Paul, Minneapolis & Omaha	12	"
Cincinnati, Columbus & Cleveland R. R.	14	"
Connecticut River R. R.	21	"
Fitchburg R. R.	20	"
Mexican Central R. R.	23	"
Milwaukee & St. Paul R. R.	29	"
Old Colony R. R.	26	"
Seaboard & Roanoke R. R.	11	"
Union Pacific R. R.	155	"

From 1847 to 1889, when the last locomotive was turned out, this company built 980 locomotives, as follows:

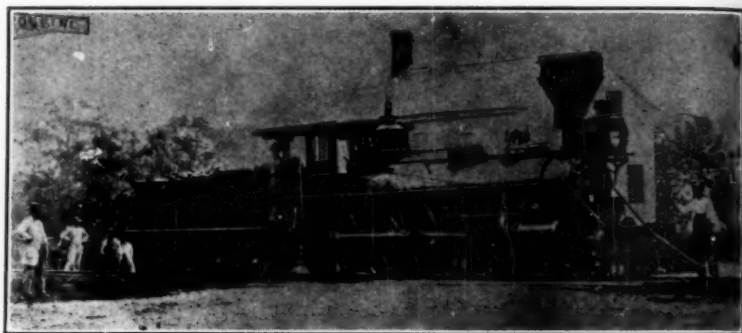
100th locomotive completed	April 16, 1852,
200th	" " in 1857,
300th	" " in 1863,
400th	" " March 4, 1867,
500th	" " June 13, 1870,
600th	" " February 7, 1878,
700th	" " June 11, 1879,
800th	" " August 15, 1881,
900th	" " December 3, 1883.

Sixty locomotives were built in 1881, the greatest turned out in any one year, whereas in 1887 on account of financial troubles in the country, only two locomotives were built and in 1886, the year previous, only four were built. This shows that locomotive industry, like others, has its ups and downs and has lean periods with those of plenty.

It is now time we gave our attention to the other locomotive builder, Mr. William Mason. Much might be said and written of this man but it is impossible to relate it all here. Mr. Mason was a successful builder of cotton machinery in Taunton. He was one of those rare mechanics who believed that strength and beauty could be combined to an advantage. He applied that to his cotton machinery with such a success that it took less



power to drive his looms, and produced more cloth and lasted longer. He applied that idea to his locomotives. The first locomotives used in this country came from England and these were copied by our first builders. Mr. Mason stepped off the beaten track and originated a model which was remarkable for its symmetry of design, its accuracy of proportion and its mechanical excellence, and this was rigidly adhered to from his first to his last locomotive covering a period of nearly forty years. He was the only builder who has left his mark on the American locomotive in such a manner as can never be effaced. An early



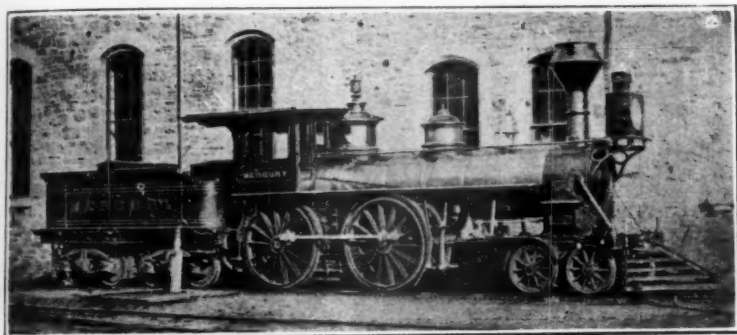
HARTFORD, PROVIDENCE & FISHKILL R. R. "BLACK HAWK."  
WM. MASON #21, MAY 29, 1855.

admirer of Mr. Mason, on hearing he was considering the possibility of building locomotives, expressed the hope that he should see something soon on rails that does not look like a cook-stove on wheels. Mr. Mason's first locomotive was named the "James Guthrie," built for the Jeffersonville & Indiana R. R., and delivered on Oct. 11, 1853. It was an outside connected engine, same as we used today, whereas other builders at that period were using inside connected engines, the disadvantage of which appeared obvious very shortly after this.

At the time Mr. Mason commenced building locomotives, those built by the Rogers Works at Paterson, N. J., enjoyed as much favor and were the most popular. The first thing Mr. Mason did to improve the locomotive was to bring the cylinders down on a level. As it was built at that time, the locomotive looked like a grasshopper and in this respect the Baldwin en-



gines were worse than the Rogers. The cylinders were all set up so to be above the truck. He also got up a set of truck wheels which bore some relation to his driving wheels. Before this, truck wheels looked like cheeses and on none of his engines did he put a plate wheel under any truck that he built. He made his driving wheels with hollow spokes and hollow rim and poured lead in those where he wanted his weight for a counter balance. He introduced the conical ended staybolt for the crown sheet. These are some of the things that Mr. Mason introduced into locomotive building, most of them in vogue today. His



MIDDLEBOROUGH R. R. "MERCURY."

TAUNTON LOCO. WORKS #237. BUILT IN 1857.

work on improving the appearance of the locomotive, removing all the fancy gold paint and glittering brass work, was genuine and permanent and he took positive grounds to make his parts interchangeable.

Mr. Mason did not build as many locomotives as his rival—the Taunton Locomotive Works, yet his record is not to be despised. His

100th locomotive	was completed	June, 1860,
200th	" "	May 9, 1865,
300th	" "	January 13, 1869,
400th	" "	April 24, 1871,
500th	" "	June 12, 1873,
600th	" "	April 23, 1879,
700th	" "	May 28, 1883.

Like his rival, Mr. Mason suffered during industrial and financial depression, though it is a fact that more than once his

building of cotton machinery tided this over on several occasions. In 1884 only three locomotives were built and in 1875 only nine were built, whereas in 1871, fifty-one locomotives were built, the greatest number turned out in any year.

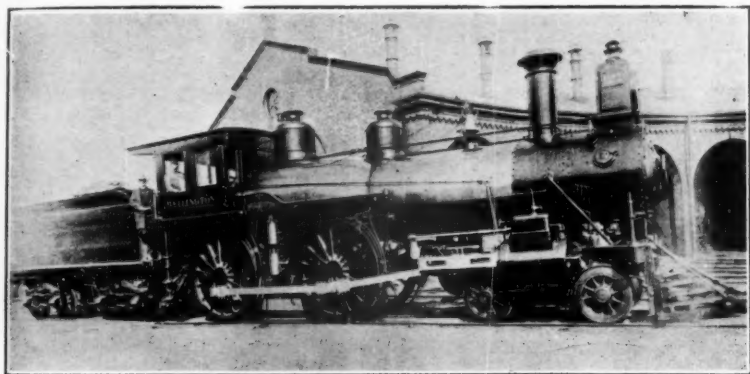
The locomotives of William Mason were widely distributed. He sent them to the New Brunswick R. R. on the North, to the Cairo & Alexandria R. R. (Egypt) on the East, the Mexican Central on the South and the California Pacific on the West. A list of some of the roads that used the Mason engine may be of interest:

Atlantic, Mississippi & Ohio R. R.	21	locomotives
Boston, Lowell & Nashua R. R.	11	"
Boston, Revere Beach & Lynn R. R.	10	"
Boston & Maine R. R.	23	"
California Pacific R. R.	14	"
Chicago & North-Eastern	13	"
Denver, South Park & Pacific R. R.	21	"
Fitchburg R. R.	13	"
Lake Shore & Michigan Southern R. R.	34	"
Lehigh Valley R. R.	49	"
Milwaukee & St. Paul R. R.	19	"
Missouri, Kansas & Texas R. R.	10	"
New York & Manhattan Beach R. R.	17	"
Norfolk & Petersburg R. R.	25	"
North Missouri R. R.	14	"
Toledo, Wabash & Western	30	"
U. S. Military R. R.	31	"
Wheeling & Lake Erie R. R.	20	"

The "Janus" deserves mention. This was an experiment, a double ended fairlie, built in 1871. She was tried on the Boston & Providence and on the Boston & Albany Railroads and eventually went to the Lehigh Valley R. R. As a pusher, this engine could handle a heavy train, but unfortunately could not carry coal and water enough to call her a success. This locomotive was cut in two and thus two switching engines were made and the last I knew they were both in service at Sayre, Pa. The plan of furnishing two sets of cylinders with steam from the same firebox is identical to what we have on the big Mallet compounds of today, the arrangement of the "Janus" was at fault.

The "Wellington" built for the Boston & Maine gives the reader an idea of the modern Mason engine built for heavy passenger service and was one of several that this builder furnished that road, and of four of these engines a very interesting story is told.

Mr. William Smith was the S. M. P. of the Boston & Maine and a very able man. Traffic was increasing on the B. & M. and growing heavier and he estimated he needed four new engines for passenger service. Knowing that if he asked the directors of the road for four engines they would cut his request down, he asked for eight, and he received his four. They were the "Norris," "Bay State," "Haverhill" and "Camilla." Upon receipt of these engines three of them were put to work where



BOSTON & MAINE R. R. "WELLINGTON" #123.

WM. MASON #733, AUG. 26, 1886.

they acquitted themselves nobly. The fourth one remained in the roundhouse nearly a year before being put to work. When one of the directors visited him one day and called him to account for not using this engine, he replied, "Well, I ordered four engines, and put three of them to work, using the fourth one in case one of the others broke down, but the engines are so d—— well built that they've not broken down yet." Mr. Smith, in a letter written to the Mason Machine Works under the date of July 30th, 1885, refers to the "Norris" handling a sixteen car excursion train in "grand style."

So much for "rival builders." It is nearly thirty years since a locomotive has left either plant. Their engines have gone throughout this country and their faithful performance has earned for their owners many an honest dollar. History can never efface the records these "black steeds" have won nor can it ever forget what William Mason did to perfect the steam locomotive. Taunton may well be proud of both of these concerns, the misfortune is that they have ceased their building.

In the following lists Mr. Herbert Fisher has given much interesting information in regards to the Mason and Taunton engines.

#### WILLIAM MASON'S LOCOMOTIVES.

- #1. Jeffersonville & Indiana. Oct. 11th, 1853. James Guthrie.
- #2. Jeffersonville & Indiana. Oct. 15th, 1853. Wm. G. Armstrong.
- #3. Jeffersonville & Indiana. June 17th, 1854. Col. Riddle. Outside connected. Indiana Pattern. Solid Spoke Wheels. Copper Steam Pipe. Dome over Fire Box. Copper Flue Sheets.
- #4. Jeffersonville & Indiana. June 1st, 1854. John Woodburn.
- #5. Hartford & New Haven. March 7th, 1854. Orion. Hollow spoke Driving wheels. Rebuilt May 6th, 1863 as #131.
- #6. Boston & Worcester. April 19th, 1854. Worcester. Had a wood burning stack painted bright red and made a great commotion at The Taunton Locomotive Works, when all hands came out to look at her, much to the disgust of W. W. Fairbanks, the agent.
- #7. Hartford, Providence & Fishkill. Aug. 22nd, 1854. Providence.
- #8. Hartford, Providence & Fishkill. Sept. 15th, 1854. Hartford.
- #9. Hartford, Providence & Fishkill. Sept. 15th, 1854. Gov. Hoppin.
- #10. Hartford, Providence & Fishkill. Sept. 20th, 1854. Waterbury. The 7, 8, 9 and 10 were inside connected. V Hook valve motion.
- #11. Hartford, Providence & Fishkill. Nov. 8th, 1854. Miantonomo.
- #12. Hartford, Providence & Fishkill. Nov. 21st, 1854. Sequasson. The 11 and 12 were outside connected.
- #13. Western R. R. Jan. 3rd, 1855. Olympus. Outside V Hook straight boiler and perforated steam pipe.
- #14. Western R. R. Jan. 19th, 1855. Apollo.
- #15. Western R. R. Feb. 13th, 1855. Sonora.
- #16. Western R. R. Jan. 21st, 1855. Nevada.
- #17. Terre Haute & Richmond. April 17th, 1855. Taunton.
- #18. Terre Haute & Richmond. April 17th, 1855. Western. Outside connected Link Motion.
- #19. Western R. R. May 3rd, 1855. Saranak.
- #20. Western R. R. May 18th, 1855. Panama. V Hook Independent cut off.
- #23. Toledo & Illinois. July 20th, 1855. Ariel. Link Motion. Wm. Mason was the first Locomotive builder to place his cylinders horizontal and spread his truck wheels. The Ariel was the first engine to be so built.
- #68. Baltimore & Ohio. Jan. 8th, 1857. #231. Up to this date crown sheets and fire boxes appear to be made of copper, had Low Moor iron crown sheets, iron tubes and chilled iron tires.
- #76. New York & New Haven. Dec. 10th, 1857. Prometheus. Boardman Boiler and eccentrics outside of parallel and connecting rods.

- # 84. Hannibal & St. Joseph. Dec. 10th, 1858. Missouri. 15x22 in.  
"In the sixties The Missouri pulled the fast mail in connection  
with The California Overland Mail, making the run that has not  
been beat on this road in fifty years." T. N. Wilbur, M. M.
- # 91. Providence & Worcester. Nov. 15th, 1857. Mason rebuilt was  
number 54 when first built.
- # 94. Providence, Hartford & Fishkill. March 19th, 1860. Was The Se-  
quasson rebuilt and named The Baltic?
- # 95. Lehigh Valley. April 2nd, 1860. Easton 4-6-0. Cylinders on an  
incline. Weight on drivers 41,400, weight on truck 20,100.
- # 98, 99, 100, 101, 102, 103. Mobile & Ohio. The #98 was the John  
Bloodgood. These engines were delivered. The Civil War com-  
ing at this time Mr. Mason never received his pay for them.
- # 105. Providence & Worcester. April 1st, 1861. Paul Whitin. First  
engine to have gauge cocks discharge into a dripper.
- # 106. Providence & Worcester. May 3rd, 1861. Isaac Davis was the 62  
rebuilt.
- # 107. Dubuque & Sioux City. June 17th, 1861. Vixen. Pony engine  
two 4 ft. 6 in. drivers two 33 in. truck wheels, Tender and Bag-  
gage car in one.
- # 112. United States Military Road. May 3rd, 1862. D. C. McCallum.  
First engine built by Wm. Mason for U. S. Govt. for Civil War.
- # 114. Boston, Lowell & Nashua. Aug. 7th, 1862. Boston. 14x22 in. 5  
ft. drivers. Had George S. Griggs pattern criving wheels.
- # 116. Louisville & Nashville. Aug. 25th, 1862. #45 five ft. 6 in. gauge.  
First engine to have hollow spokes filled with lead for counter  
balancing. The #56 of this order was for U. S. Govt. service.
- # 117. U. S. Military R. R. Sept. 4th, 1862. E. L. Wentz. Had Cast Iron  
Lower Rocker arm and Cross Head babbitted.
- # 128. Philadelphia, Wilmington & Baltimore R. R. Mar. 23rd, 1863.  
The New York City. No hand rails.
- # 136. Toledo & Wabash. June 29th, 1863. Colburn # 44. Pumps with  
composition chambers.
- # 139. Chicago, Burlington & Quincy. April 17th, 1863. #89. 16x24  
in. five ft. drivers. New pattern center bearing on lead trucks and  
water leg in fire box.
- # 141. Central Pacific of California. Sept. 26th, 1863. Pacific. Was  
taken apart, boxed and shipped from Boston.
- # 145. Central Pacific of California. Nov. 27th, 1863. Atlantic. Shipped  
on vessel Volunteer from Boston for San Francisco.
- # 155. Grand Trunk. March 29th, 1864. #231. 5 ft. 6 in. gauge. Had  
new Saddle and Steam Chest patterns.
- # 156. Fitchburg. March 31st, 1864. Acton rebuilt, original #134.
- # 177. Portland & Kennebeck. Oct. 31st, 1864. W. D. Sewall. Had new  
bell yoke, two arms first used. New pattern. Boiler front casting  
42 in.
- # 191. Terre Haute & Richmond. Feb. 28th, 1865. Artic. New Style Cab  
and Cab Stand. Cast Iron Foot Board, new Stand Box under boil-  
er. New tender trucks.
- # 209. Toledo, Wabash & Western. Aug. 28th. John Knox #50. New  
Equalizing Lever.
- # 211. Dubuque & Southwestern. Aug. 17th, 1865. Wm. B. Allison was  
ordered by M. K. Jessop and countermanded.
- # 218. Boston & Worcester. Nov. 30th, 1865. Vulcan. New Style Ten-  
der Jaw and Brake. New Style Valve Strap and Stem.
- # 219. Boston & Worcester. Dec. 11th, 1865. Union. Cylinders on an  
incline one eighth of an inch to one foot.
- # 233. Toledo, Wabash & Western. June 28th, 1866. Wabash. Had elec-  
tric apparatus in boiler to prevent formation of scale.

- #237. Boston & Worcester. Aug. 20th, 1866. Atlas. Ash Pan secured with angle irons. Freeze pipes in front of back driver.
- #242. Western R. R. Oct. 16th, 1866. Greenbush #84. New arrangement Parallel Rods, Double keyed. No gibs on back end. New Rocker.
- #256. Boston & Worcester. April 29th, 1867. Hero. First engine to have monogram between drivers.
- #257. Council Bluffs & St. Joseph. May 20th, 1867. Council Bluffs. 12x22 in., four foot six inch drivers.
- #285. Michigan, Southern & Northern Indiana. July 23rd, 1868. No name, No Number, No tender.
- #291. Vermont Central & Vermont & Canada. Oct. 12th, 1868. Braintree. Tender Brakes embrace all wheels.
- #292. Hecla Mining Co. Oct. 4th, 1868. Hecla. Six drivers, no truck. Tender on four wheels.
- #300. Chicago, Cincinnati & Louisville. June 13th, 1867. Charles Courter. 15x22 in., five foot drivers. Engine smothered with brass work.
- #301. South Side R. R. of Virginia. Feb. 5th, 1869. #7, five foot gauge. Curtain Style Wheel Guards.
- #306. Central R. R. of New Jersey. March 30th, 1869. Empress. First engine to have Rack and Pinion on Throttle Lever.
- #318. California Pacific. July 20th, 1869. J. M. Ryder #9. Had Flag Stands on Lantern Brackets.
- #334. Lake Shore & Michigan Southern. Nov. 15th, 1869. #114. Had double sheets in boiler under yoke.
- #351. Lehigh Valley. March 31st, 1870. Phillipsburg. Ten Wheels. Nathan and Dreyfus oiler on rods and slides.
- #353. San Francisco & San Jose. April 16th, 1870. Menlo Park. Cylinder oiled from cab. Glass water columns.
- #358. Lehigh Valley. March 30th, 1870. Coplay. Ten Wheels. Used new lantern brackets.
- #375. Milwaukee & St. Paul. Sept. 28th, 1870. F. DeBiller. New Front draw iron. Hollow brass pump Plungers.
- #382. Greenville & Columbia. Dec. 10th, 1870. Gov. R. K. Scott. Five foot gauge. Frame Jaws 18 in. long. New Driving Box Brakes hung on truck frames.
- #385. Norfolk & Petersburg. Dec. 31st, 1870. #11. Brass cylinders, domes and sand box casings, brass hand rails and wheel guards. All brass work in cab and outside trimmings to be nickel plated. Black walnut cab. Engine painted blue with gold stripe. New arrangement frame jaws and boxes.
- #387. Central R. R. of Iowa. Feb. 13th, 1871. C. C. Gilman. First 4 ft. 8½ in. engine to have new arrangement of frame, jaws and boxes.
- #402. Boston & Albany. April 29th, 1871. Newton No. 173.
- #403. Boston & Albany. May 10th, 1871. Natic. No. 174. "To be painted black as the devil."
- #438. Lehigh Valley. 1871. Janus. Built after Robert F. Fairlee's designs. A double ender.
- #457. Calumet & Hecla Mining Co. June 10th, 1872. Calumet. A Bogle. Six drivers 16x22 in., 36 in. drivers. Four feet one inch gauge.
- #483, 484, 485, 486, & 488. Atlantic, Mississippi & Ohio. 1873. 17x24 in., 4 ft. 6 in. drivers. These were the only Moguls built by Wm. Mason.
- #536. New Bedford R. R. Sept. 5th, 1874. The Wm. Mason a Bogle 16x22 in., 3 ft. 6 in. drivers. Had The Walschaert Valve motion. Mr. Mason was the first locomotive builder to adopt this valve gear.

- As the New Bedford road was leased to the Boston, Clinton & Fitchburg road the engine was lettered B, C & F. R. R.
- #547. Utica, Ithica & Elmira. Feb. 6th, 1875. Leviathan 17x24 in., 3 ft. 6 in. drivers. Bogie. The road had a rack rail and a pinion was on front drive shaft. This engine was returned to the shop, rebuilt and sent Galveston, Harrisburg & San Antonio as The Commodore Garrison Shop No. 570. Dec. 26th, 1876.
  - #563. North Pacific Coast Co. The Tomales Bogie. This engine was too heavy for bridges on Boston & Albany R. R., was returned after reaching South Framingham, sold to The Central R. R. of Minnesota and named The Mankato, was not delivered and sent to The Galveston, Harrisburg & San Antonio July 22nd, 1876 and named Dixie Crosby. Shop number 563.
  - #589. Kansas Central. Jan. 17th, 1878. W. Smith. Bogie 12x16 in., 2 ft. 10 in. drivers. Returned and sent to The Denver, South Park & Pacific and named Leadville No. 5, delivered Feb. 4th, 1879. 3 ft. gauge.
  - #632. Denver, South Park & Pacific. Oct. 8th, 1880. Denver, No. 28. Eight drivers. 72640 pounds.
  - #667. Bethlehem Iron Co. Dec. 12th, 1881. Kraft No. 12. 17x24 in. 47 in. drivers. 77700 pounds.
  - #714. Boston & Providence. June 13th, 1884. Henry A. Whitney. The Whitney established a run from Boston to Providence in one hour. 100800 pounds.
  - #729. Old Colony. June 14th, 1886. No. 66. 18x26 in., 5 ft. drivers. Built over and making fast runs on passenger service in 1921.

#### TAUNTON LOCOMOTIVE WORKS.

- #1. Eastern. Rough & Ready. May 29, 1847. 14x18 in., 60 in. drivers.
- #2. Eastern. Witch. June 20, 1847. 14x18 in., 60 in. drivers.
- #3. Providence & Worcester. Lonsdale. Aug. 1847. 14x18 in., 60 in. drivers.
- #4. Providence & Worcester. Pawtucket. Aug. 1847. 14x18 in., 60 in. drivers.
- #5. Providence & Worcester. Woonsocket. Sept. 30, 1847. 14x18 in., 60 in. drivers.
- #6. Connecticut River. Ashuelot. Oct. 1847. 14x18 in., 60 in. drivers.
- #7. New York, Boston & Providence. Oregon. Dec. 1847. 16x20 in., 66 in. drivers.
- #8. Western. Ontario. Feb. 10, 1848. 16x20 in., 66 in. drivers.
- #9. Western. Champion. Feb. 29, 1848. 14x18 in., 60 in. drivers.
- #10. Lowell & Nashua. Wilton. Feb. 28, 1848. 14x18 in., 60 in. drivers.
- #11. Eastern. Magnolia. Apr. 4, 1848. 15½x18 in., 60 in. drivers.
- #12. Western. Erie. Mar. 28, 1848. 16x20 in., 54 in. drivers.
- #13. Western. St. Clair. May 25, 1848. 16x20 in., 54 in. drivers.
- #14. Western. St. Lawrence. May 29, 1848. 16x20 in., 54 in. drivers.
- #15. Eastern. Ironsides. May 29, 1848. 14½x18 in., 60 in. drivers.
- #16. Western. Providence. June 22, 1848. 16x20 in., 60 in. drivers.
- #17. Conn. River. North Star. July 5, 1848. 14½x18 in., 60 in. drivers. Sold to Watertown & Rome prior to 1854.
- #18. Providence & Worcester. Slater. July 22, 1848. 16x20 in., 54 in. drivers. Went to the Cleveland & Pittsburg in 1851.
- #19. Western. Niagara. Aug. 12, 1848. 16x20 in., 54 in. drivers.
- #20. Western. Concord. Aug. 12, 1848. 16x20 in., 54 in. drivers.
- #25. Norfolk County. Waterford. Nov. 22, 1848. 15x16 in., 20 in. drivers. Was sold to U. S. Govt. for use in Civil War.



- # 29. Norfolk County. Franklin. Mar. 24, 1849. 15x16 in., 60 in. drivers. Rebuilt at Southbridge, Mass. by George A. Haggerty 1875 and named The Putnam and sold to Cincinnati, Rockport & Southwestern in Indiana.
- # 30. Boston & Providence. Providence. Feb. 22, 1849. Broken up in 1869.
- # 31. Rutland & Burlington. Whistler. May 28, 1849. It is possible this engine was not delivered.
- # 35. Rutland & Burlington. Middlebury. July 31st, 1849. Weight 50400 pounds. "This engine was delivered at the North end of the road and helped construction, to the South from Burlington in Aug. and Sept. 1849. In Nov. 1864 it left the rails at Pittsford and was supposed to be ruined. The wreck was taken over in part payment for a U. S. Military locomotive built too late for service in the Civil War and which took the name of Middlebury. The party who made the exchange sent the wrecked Middlebury to the Taunton Works where it was rebuilt as #384 for the Fitchburg and Worcester road and named The Sterling, May 21, 1866. 16x22 in. Weight 43300. In the fall of 1873 she exploded on a siding. It is said her boiler was covered with galvanized iron prior to 1864." Notations by Inglis Stuart.
- # 36. Rutland & Burlington. Mt. Holley. Sept. 6, 1849. Sold to the Burlington & La Moille and named the Wm. Hale. "This engine drew the train North that inaugurated the opening of the Rutland & Burlington to general traffic, Dec. 1849. It was in the seventies when she was sold to The Burlington & La Moille and named the Wm. Hale. After 1881 she burned coal and was broken up in 1898." Notations by Inglis Stuart.
- # 42. New London, Willimantic & Palmer. The Willimantic. Nov. 21st, 1849. Name changed to T. W. Williams.
- # 43. Hudson River. Champlain. Dec. 6th, 1849. 47350 pounds. The Champlain was a very fast engine but her career on the Hudson River road was brief.
- # 72. Hudson River. Seneca. June 11th, 1851. On the New York & Harlem River road in 1856 there was a Seneca accredited to the Taunton Loco. Works. It differed from the Hudson River Seneca. Its date was 1852, twenty-two tons, 15x20 in. cylinders. The Hudson River Seneca date was August, 1851, 44000 pounds, 66 in. drivers and 14x20 in. cylinders and the two Senecas were in service on the respective roads in 1856. It is clear they were not identical. It follows either the Harlem Seneca was omitted on the Taunton Shop list, or that it came second hand. There are very few 15x20 in., 54 in. drivers reported on the Taunton list prior to the end of 1852 and in each instance the particular engine having this combination is found working on the road to which the Taunton List is credited. A conjecture can be made that the Harlem Seneca was noted Champlain #43 remodelled at Taunton in 1852 and sold to the Harlem road as the Seneca. This would explain the silence about the Champlain which disappeared very early from the Hudson River Road. The Seneca of the Harlem was sold to a Railroad contractor in 1858 or 1859 and is believed to have gone West. The Harlem bestowed its name for some reason on the Mohawk.
- # 124. Dec. 31, 1852 when the latter was rebuilt by the Harlem Shops in 1859 and made a coal burner.
- # 173. Hudson River. Oneida. June 21, 1851. "The Oneida was a noted engine and figured in accidents and lawsuits. In January 1856 while drawing a night express train from Poughkeepsie it plunged

into the Hudson River and the engineer and many passengers were killed. The Oneida was broken about 1870." Notations of Inglis Stuart.

- #76. Cochecho. Montpelier. Aug. 14, 1851. "Of the Montpelier Mr. Levi L. Fletcher referred to the engine as running on the Cochecho R. R., afterwards the Dover and Winnepesaukee as coming from the Vermont Central. Whether he knew this as a fact or jumped at a conclusion from the name, which was inappropriate to the Cochecho road, is not known. It is possible the Montpelier was either numbers 221, 222, 223 shown on the Taunton list and diverted before delivery to the Cochecho road." Notations of Inglis Stewart.
- #80. Watertown & Rome. Orville Hungerford. Sept. 19, 1851. Was an inside engine and when repaired was made outside connected.
- #85. New York, Providence and Boston. Connecticut. Nov. 4th, 1851. The Connecticut in 1867 was hauling The Shore Line trains to Groton, Conn. for New York.
- #87. Rutland & Washington. Col. Williams. Nov. 27, 1851. The Col. Williams was at Burlington, Vt. in 1863 probably en route to the Plattsburg & Montreal road to replace the Saranac sent in for repairs. The Saranac was #212 on the Taunton Shop list and was built for the Plattsburg & Montreal April 27, 1853. She was 14x20 in., 66 in. drivers, inside connected.
- #104. Pacific R. R. of Missouri. Pacific #3 May 31, 1852 shipped at Boston for New Orleans and then reshipped to St. Louis. "It is said by Hon. Thomas Allen, at St. Louis, to have been the first engine to draw a train out of Cheltenham on Dec. 1st, 1852." Notations of Inglis Stuart.
- #114. Akron Branch. No. 1. Sept. 16, 1852. This may have been the Dayton of the Cincinnati. Hamilton & Dayton road as it was sold to that road. Notations of Inglis Stuart.
- #116. Vermont Central. Stranger. Oct. 15, 1852. She was transferred in 1872 to the Rutland Division. It had black walnut cab and beautiful finish. An express engine noted for speed. Later a spare engine for special runs. When order was placed for this engine no name was selected by the road. Some castings in the foundry with the name Stranger on it were taken by Mr. Wm. R. Park who had charge of its erection, and placed on the engine and in this way the Stranger obtained its name. Mr. Park is now with the Hancock Inspirator Co. and is well known among railroad men. He died July 28, 1921.
- #128. Harlem R. R. Tuscarora. Feb. 23, 1853. Name was changed to C. Godfrey Hunter. Mayor of New York City, and was in service as late as 1875.
- #129. Detroit & Pontiac. Firefly. March 2, 1853. The Firefly was the first outside engine built by the Taunton Loco. Works.
- #136. Cincinnati, Hamilton & Dayton. May 10, 1853. This engine is probably the Tom Thumb. Notations of Inglis Stuart.
- #144. Plattsburg & Montreal. West Chazy. Sept. 15, 1853. 487000 pounds. Sold to the Providence & Worcester and renamed Providence.
- #148. Cincinnati, Hamilton & Dayton. S. S. La Hommedieu. Nov. 2, 1813. Was renamed The E. B. Reeder. Notations of Inglis Stuart.
- #149. Southbridge & Blackstone. Welcome Farnum. Dec. 3, 1853. Welcome Farnum was president of the Norfolk County road that ran from Dedham to Blackstone.
- #116. Southbridge & Blackstone. Hamilton Willis. Feb. 6, 1814. The Hamilton Willis went to the Boston & Providence road and was renamed the Mansfield and was broken up in 1877.

- #160. Cleveland, Zanesville & Cincinnati. Vulcan. April 13, 1854. This road was recognized as the Akron Branch and Mr. Justice McLean of the U. S. Supreme Court in an opinion mentions the Hercules and Vulcan. The Hercules was #147 built Oct. 26, 1853. Notations of Inglis Stuart.
- #170. Western. Henry M. Holbrook. July 31, 1854. Built for the Southbridge & Blackstone. Inside connected and was either #213, 214, 215, or 216 on Taunton list.
- #171. Bellfontain & Indianapolis. May 5, 1852. This was probably the New York.
- #279 & 280. Delaware, Lackawanna & Western. Aug. 19, 1857. One of these was the Fairfield. Burned coal.
- #281. Philadelphia, Wilmington & Baltimore. Daniel Webster. Feb 26, 1857.
- #310 & 311. Scioto & Hocking Valley and were not delivered. They were probably acquired by the Marietta & Cincinnati as The Hamden and Hocking.
- #326, 327, 328. Iron Mountains of Missouri. Feb. 1, 1858. These were probably the St. Francis, De Soto and Col. Zeigler.
- #397. Agricultural Branch. Northboro. Dec. 6, 1866. She was sold to the Sebasticook & Moosehead R. R. or the Cleveland & Canton in 1887 by the Old Colony road.
- #402. Rutland & Burlington. Benslide. March 11, 1867. In switching service many years at Rutland.
- #421. Old Colony. St. James. Dec. 30, 1867. Sold in 1888 to the Cleveland & Canton.
- #423. Old Colony & Newport. Active. Jan. 6, 1868. A switcher. Sold to The Atlantic Dredging Co. in 1880.
- #426. Rutland & Burlington. Not a complete engine. Was finished at the Rutland shops as an outside wood burner.
- #464. Ordered by Union Pacific. St. Albans. May 31st, 1869. Was delivered to the Vermont Central and sent to The Rutland Division in 1871 and renamed Shelburn, road number 37. Converted to coal burner diamond stack about 1880 and held the name of Shelburn. Name dropped and numbered 227, later changed to 204 and carried that number on the Norwood and St. Lawrence road. She was sent to the New York Loco. Works at Rome, N. Y. and rebuilt and later sold to The Hannawa Pulp Co. of Potsdam, New York. Was in service here as #2 in 1915. In its long career on the Rutland road never had an accident and never failed to return to the roundhouse under its own steam. Notation of Inglis Stuart.
- #466. Union Pacific. W. C. Smith. June 30th, 1869. Was delivered to Vermont Central Rutland division as the J. Burdette No. 3.
- #487. Rutland. Jan. 21, 1870. Not a complete engine, and was finished by the road and named J. M. Haven No. 32.
- #464. Atchinson, Topeka & Santa Fe. Zara No. 19. April 20, 1872. In service June 21st, 1890 on The Great Bend Extension.
- #413. Boston, Clinton & Fitchburg. Fitchburg. 1867. Had a new boiler in 1884 and was sold to the Cleveland and Canton road by the Old Colony in 1888.
- #440. Boston & Providence. Gov. Clifford. Sept. 12, 1868. Name changed in 1870 to Pegasus. Gov. Clifford was President of the Boston & Providence and as the road built most of their engines the Governor wanted his name on an engine built by their master mechanic George S. Griggs.
- #481. Poston, Hartford & Erie. Dauntless No. 3. Nov. 29, 1869. Was sold to the Atchinson, Topeka and Santa Fe.
- #507. Bellsville & Southern Illinois. No. 19. Aug. 22, 1870. 60000 pounds. This road a part of The St. Louis, Alton & Terre Haute.

- #508. Alabama & Chattanooga. No. 16. Oct. 10th, 1870. Had glass plate over number on cab.
- #519. Boston, Clinton & Fitchburg. H. A. Blood No. 94, old number on the road was No. 14. Sold by Old Colony in 1888 to The Cleveland & Canton.
- #593. P. E. Gay and C. H. Brigham. E. C. Dayton. Dec. 12, 1872. Sold to The Portland and Ogdensburg.
- #595. P. E. Gay and C. H. Brigham. Phineas E. Gay. Dec. 30th, 1872. Sold to Portland & Ogdensburg and renamed Geo. Fairbanks. Messrs. Gay and Brigham were contractors.
- #694. Boston, Hoosac Tunnel & Western. No. 2. Feb. 17, 1879. 75250 pounds. Hard Coal.
- #872. New York & New England. No. 125. Nov. 25th, 1882. 77300 pounds. Sold to Dutchess & Columbia.
- #916. Providence, Warren & Bristol. Squantum No. 1. Jan. 7th, 1885. A Forney 84000 pounds. Sold to The Boston & Providence road and retained same name.

## The Clang of the Bells

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By L. R. ANDREWS.

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Where railroads are found, the world around,  
The "Baldwin" bell is known;  
And as it rings, the song it sings,  
Is a very familiar tone.

From Tehachapi's heights to Dakota's plain,  
From Maine to Mexico;  
With a deep harsh note from its brazen throat  
The "McQueen" alarm doth go.

There are bells and bells, no two the same,  
On lowlands and on highlands.  
They count their friends to the world's end  
The bells on the "Rhode Islands."

In lands of sun, 'mid tropic climes;  
Thro' wintry ice and snow;  
The "Brooks" bells rhyme their varied chimes,  
As o'er their course they go.

The "Pittsburgh" bell has a curious clang,  
As it echoes thro' the vale;  
'Tis easy to tell the sound of this bell,  
Rumbling o'er the rail.

With a shrill "ding! ding!" and a short sharp ring,  
The "Rogers" bell peals loud;  
You may always know that they're ready to go  
When this clapper warns the crowd.

Oh! the "Mason" bell is balanced well,  
But its voice is not for me;  
As to and fro, it sways so slow,  
Like a bell-buoy of the sea.

"Cooke", "Richmond", "Dickson", "Rome" and the rest  
Have their champions who love them true;  
Each thinks well of its fav'rite bell  
Tho' it suits but one man of the crew.

But the "Blood" bell's tune is all its own,  
Sonorous, mellow and clear;  
Its rhythmic ring is measured swing  
Is music I love to hear.

Bath Beach, L. I., N. Y., September, 1893.

Two of our members have suggested the idea of having a "Question Box", and this idea seems to be a very good one.

Members who have any questions they wish to ask relative to early railroads or early motive power are invited to send your questions to the Editor, Chas E. Fisher, and they will appear in the next issue of our BULLETIN. Replies can be made by members direct to the individual, in order to facilitate in the matter of time, or if the person wishes, the reply can appear in the pamphlet. At any rate, the "Question Box" is open and queries will be gladly received. Here is some information that your Editor wants as he is very much interested in the Old Colony Railroad:

Is there any member who has a complete list of the motive power of this road. I mean "complete" from the first locomotive they received when the road was first opened to the last one, the #261, that was built in their shops. While Mr. Lauder was connected with the road, the records were very accurately and carefully kept. Prior to Mr. Lauder, there had been engines sold to the Government during the Civil War, engines broken up and sold that never came under his jurisdiction. Can any of our members help out in regards to this matter?

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## The Affairs of the Society.

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Since the appearance of your first BULLETIN there have been some changes in the directors of your Society. Mr. Burr of Ansonia requested to be relieved of his duties as director and Mr. J. W. Merrill of Boston was elected to succeed him. The resignation of Mr. Arthur Curran as a director and member of the Society caused the directors to elect Mr. C. W. Phillips of Taunton as Recording Secretary. Your Vice President was elected to take up the duties of President, and Mr. Herbert Fisher was elected Vice President.

At a directors meeting held in Boston on June 18th last ways and means were discussed to place this Society on a firmer basis. It is possible that at some future date your Society will have a room for the use of its members and where its valuable material can and will be displayed.

Your directors have received from Mr. Inglis Stuart a very handsome set of large locomotive photographs.

Mr. Freeman Smith has given the Society a copy of the list of locomotives built by the Portland Locomotive Works, and your Vice-President stands ready to help those who wish it, in regards to either the Mason or Taunton engines.

In fact, it is the object of this Society to help its members in regard to locomotives or early railroad matters wherever it is possible, and in this matter your directors and I'm sure the members will be only too glad to do.

Your directors have considered it best to omit the clause in the application blanks requiring members to contribute one article a year for the BULLETIN. The men who have the ability to write are well known, and if your Editor calls on you for an article for some future issue, it will be because he has knowledge of this ability and wants your assistance.

The list of directors as elected to serve until December 31st, 1922 is as follows:

CHARLES E. FISHER, *President*, Box #426, Taunton, Mass.

HERBERT FISHER, *Vice-President*, Box #426, Taunton, Mass.

C. W. PHILLIPS, *Recording Secretary*, #30 White St., Taunton, Mass.

R. W. CARLSON, *Corresponding Secretary*, #315 North 16th St., Escanaba, Mich.

A. A. LOOMIS, JR., *Treasurer*, #60 Third Ave., Berea, Ohio.

WARREN JACOBS, *Director*, Ticket Office, South Sta., Boston, Mass.

J. W. MERRILL, *Director*, #40 Kilby St., Boston, Mass.

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